

FINAL – JANUARY 2004

MADERA COUNTY 2004 REGIONAL BICYCLE TRANSPORTATION PLAN

COUNTY OF MADERA
CITY OF MADERA
CITY OF CHOWCHILLA

TABLE OF CONTENTS

INTRODUCTION.....	1
REGIONAL SETTING	1
POPULATION AND EMPLOYMENT	2
NEW DEVELOPMENT	8
COMMUTER PATTERNS	10
AIR QUALITY	11
REGIONAL CONNECTIVITY	11
GOALS, OBJECTIVES, AND POLICIES	15
RECOMMENDED STANDARDS.....	17
LAND USE CONSIDERATIONS	17
INTERFACE WITH TRANSIT AND OTHER MODES	17
EDUCATION	18
STANDARDS THAT PROMOTE SAFETY	18
BICYCLE FACILITIES STANDARDS	19
BICYCLE FACILITIES FUNDING SOURCES.....	25
FEDERAL FUNDING SOURCES.....	25
STATE FUNDING SOURCES.....	26
LOCAL FUNDING SOURCES	26
ACTION PLAN.....	28
PRIORITIZATION	28
PROJECTS SUMMARY TABLE.....	29
COUNTY OF MADERA	33
COMPLIANCE WITH SECTION 891.2 – CALIFORNIA STREETS AND HIGHWAYS CODE	33
RESOLUTION ADOPTING THE COUNTY OF MADERA 2004 BICYCLE PLAN	42
CITY OF MADERA	43
COMPLIANCE WITH SECTION 891.2 – CALIFORNIA STREETS AND HIGHWAYS CODE	43
RESOLUTION ADOPTING THE CITY OF MADERA 2004 BICYCLE PLAN	52
CITY OF CHOWCHILLA	53
COMPLIANCE WITH SECTION 891.2 – CALIFORNIA STREETS AND HIGHWAYS CODE	53
RESOLUTION ADOPTING THE CITY OF CHOWCHILLA 2004 BICYCLE PLAN	61
PUBLIC PARTICIPATION.....	62
APPENDIX.....	66
APPENDIX 1.....	67
APPENDIX 2.....	68

INTRODUCTION

The Madera County 2004 Regional Bicycle Transportation Plan is a comprehensive document that coordinates the planning efforts of the individual cities and unincorporated areas of the county from a regional transportation planning perspective. The intent of this plan is to provide a long-range guide for the development of an extensive bicycle transportation network in Madera County. It outlines goals, objectives, and policies; defines facilities standards; develops a system of bike paths, lanes, and routes; and identifies funding sources for implementation. This plan is considered an update to the 1994 Madera County Bicycle & Pedestrian Facilities Plan and will be incorporated into the non-motorized section of the 2004 Update of the Madera County Regional Transportation Plan (RTP).

This plan is consistent with the requirements of California Streets and Highways Code Section 891.2 (a –k). Once the plan is approved and submitted to Caltrans Bicycle Facilities Unit, the County of Madera, City of Chowchilla, and City of Madera become eligible to receive State Bicycle Transportation Account (BTA) funding through Caltrans statewide competitive grant process. The BTA provides \$7.2 million annually until 2005, and \$5 million annually thereafter to provide safe and convenient bicycle paths, lanes, and routes in local communities throughout the State of California.

Regional Setting

Madera County is located in California's San Joaquin Central Valley. Encompassing 2,147 square miles, the County is situated in the geographic center of the State of California along State Route (SR) 99, approximately 18 miles north of Fresno. The County has an average altitude of 265 feet ranging from 180 to 13,000 ft above sea level. The San Joaquin River forms the south and west boundaries with Fresno County. To the north, the Fresno River forms a portion of the boundary with Merced County. Mariposa County forms the remainder of the northern boundary. The crest of the Sierra Nevada Mountains forms the eastern boundary with Mono County. Generally, the County can be divided into three broad geographic regions – the valley area on the west; the foothills between Madera Canal and the 3,500 foot elevation contour; and the mountains from the 3,500 foot contour to the crest of the Sierra Nevada Mountains.

The valley area is generally flat and ranges in elevation from 45 to 1,000 feet. This area contains approximately two-thirds of the County's population and includes the cities of Chowchilla and Madera, as well as the unincorporated communities of Fairmead, Madera Ranchos and Bonadelle Ranchos. A well-developed agricultural economic base characterizes this area.

The foothill area contains the remaining one-third of the County population residing in the unincorporated communities of Oakhurst, Ahwahnee, North Fork, Coarsegold, Raymond and Yosemite Lakes Park.

The agricultural base in this area is primarily grazing. Much of the area's employment base is involved in the tourist-related services with a significant commuter component going to Fresno, Madera and other valley employment and service centers.

The mountain area is essentially uninhabited with most of the land located in the Sierra National Forest, Yosemite National Park, Devils Postpile National Monument, and the Ansel Adams and John Muir Wilderness Areas. Historically, the national forest area has supported a strong lumber-based economy; however, this has been seriously curtailed by recent environmental actions.

Population and Employment

The historic and projected population and employment trends presented in the following tables and exhibits were used to develop a regional bicycle network that connects the major communities of Madera County. The data was obtained from publications of the U. S. Bureau of the Census, California Department of Finance, and the Madera County Traffic Model Socioeconomic Profile.

TABLE 1-1
Madera County Historical Population Growth –
Year 1930 - 2000

YEAR	POPULATION	% INCREASE	AVERAGE ANNUAL INCREASE
1930	17,164		
1940	23,314	35.8	3.1
1950	36,964	58.5	4.7
1960	40,468	9.5	0.9
1970	41,519	2.6	0.2
1980	63,116	52.0	4.3
1990	88,090	39.6	3.4
2000	123,109	39.8	4.0

Source: U.S. Bureau of the Census

TABLE 1-2
Madera County Population 1990 - 2000














	1990 POPULATION	2000 POPULATION	NUMERIC CHANGE	PERCENT CHANGE
California	29,760,021	33,871,648	4,111,627	13.8
Madera County	88,090	123,109	35,019	39.8
City of Chowchilla	5,930	11,127	5,197	87.6
City of Madera	29,281	43,207	13,926	47.6
Unincorporated Area	52,879	68,775	15,896	30.1

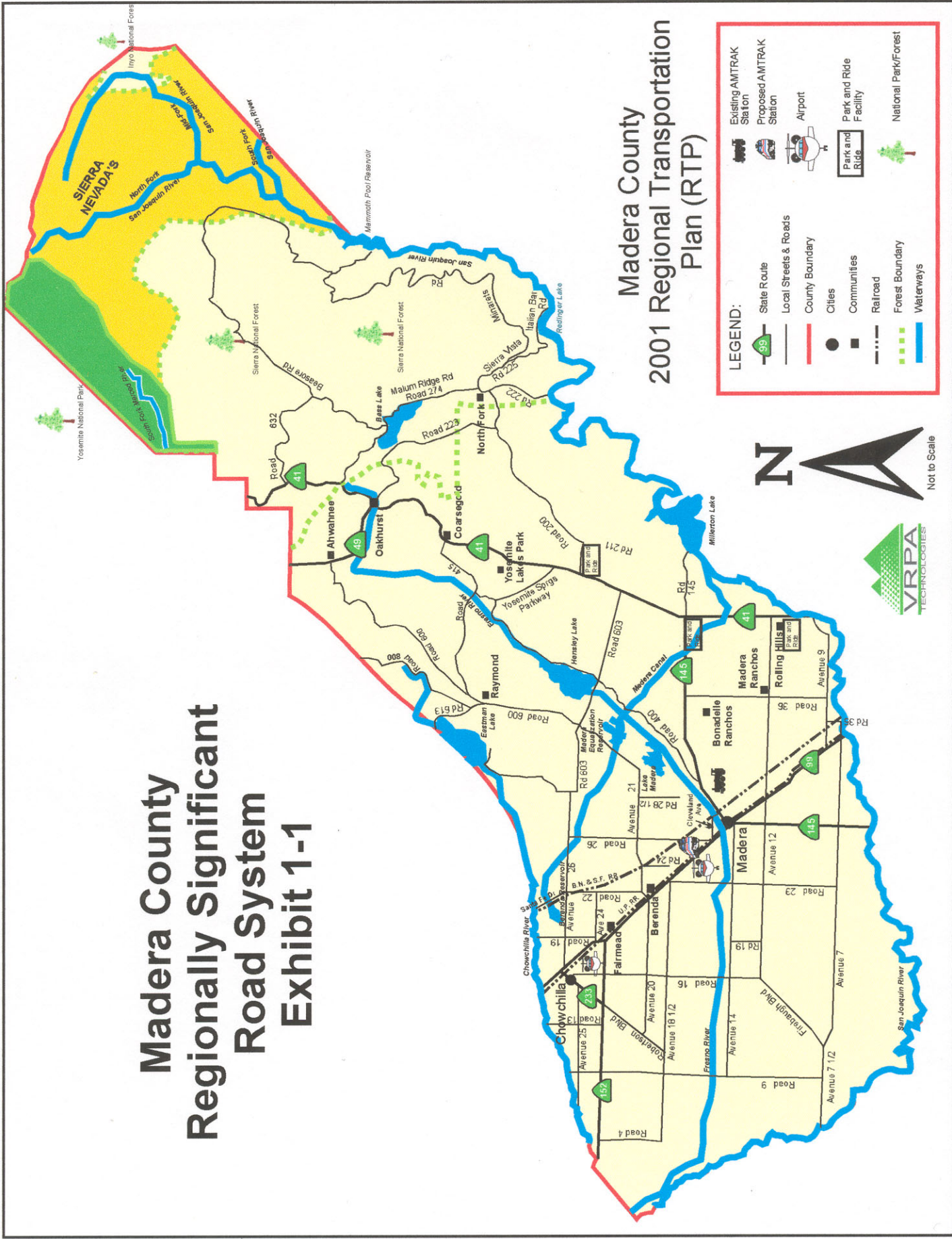
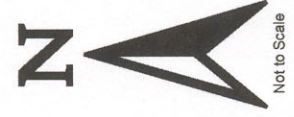
Source: U.S. Bureau of the Census

Madera County Regionally Significant Road System Exhibit 1-1

Madera County 2001 Regional Transportation Plan (RTP)

LEGEND:

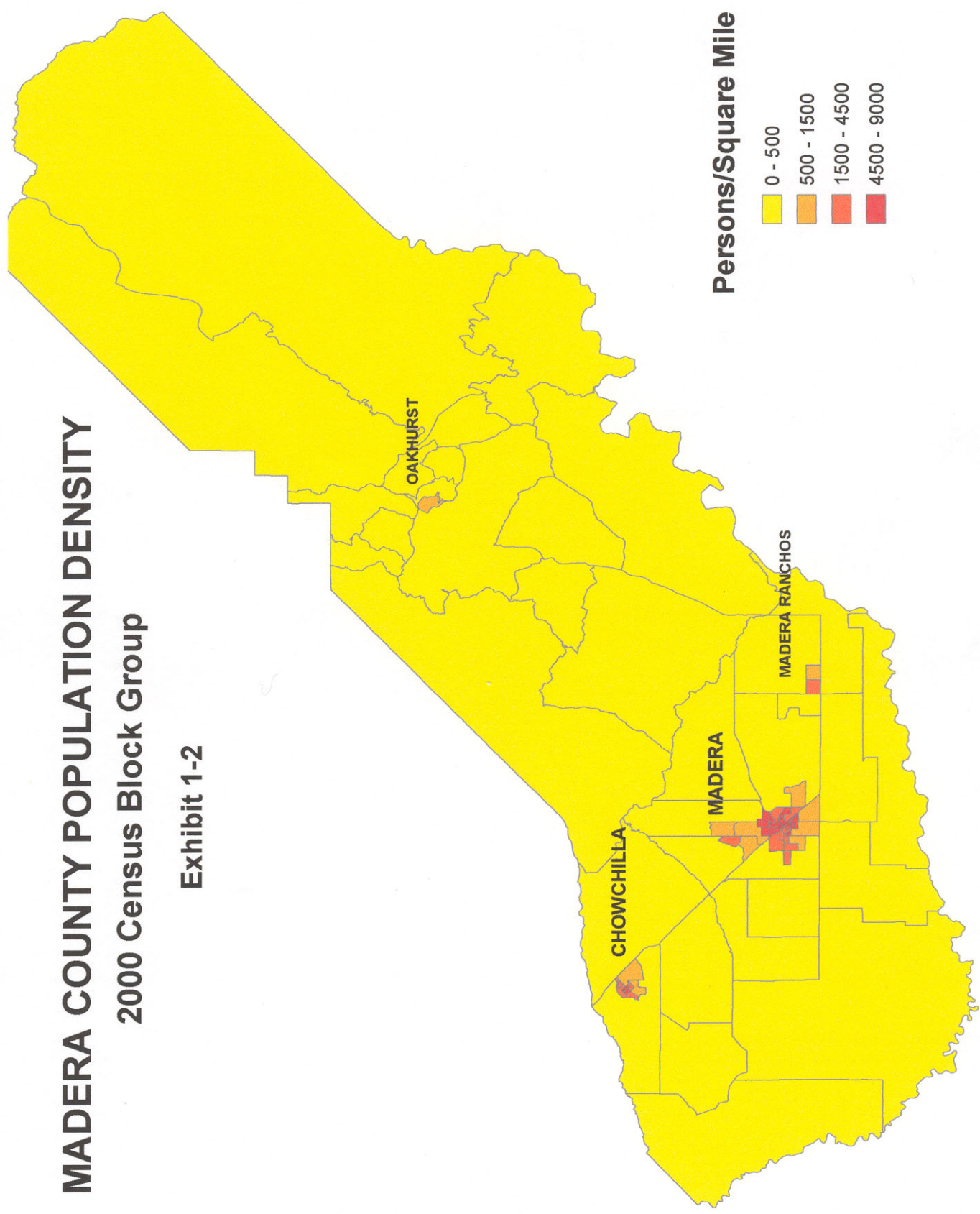
	State Route		Existing AMTRAK Station
	Local Streets & Roads		Proposed AMTRAK Station
	County Boundary		Airport
	Cities		Park and Ride Facility
	Communities		National Park/Forest
	Railroad		
	Forest Boundary		
	Waterways		



MADERA COUNTY POPULATION DENSITY

2000 Census Block Group

Exhibit 1-2



Persons/Square Mile

- 0 - 500
- 500 - 1500
- 1500 - 4500
- 4500 - 9000

Madera County has experienced a tremendous growth in population since 1970 as indicated in Tables 1-1 and 1-2. Population has increased in the county an annual average of 3.9% with an increase of 81,590 persons over the last 30 years from a population of 41,519 in 1970 to 123,109 in 2000. During the 1990's, the county's growth rate of 39.8% outpaced that of the state as a whole at 13.8%.

Table 1-2 shows the growth rates of the cities and unincorporated areas within Madera County from 1990 to 2000. The population growth occurred primarily in the City of Madera at 47.6% and the unincorporated areas at 30.1%. The City of Chowchilla figure includes the California State Correctional Facility for Women, so the growth rate of 87.6 is somewhat misleading.

Population density in Madera County is represented by Exhibit 1-1 for each 2000 Census Block Group by persons per square mile. The locations with highest concentrations of persons in the county are the City of Madera, City of Chowchilla, Oakhurst, and the Madera Ranchos areas.

Madera County is expected to be the fastest growing county in the Central Valley over the next two decades with a projected population increase of 79.5% between 2000 and 2020. The Central San Joaquin Valley as a whole is expected grow by an astounding rate of 52.5 over that same period. Table 1-3 provides the DOF population projections for the Central Valley counties out to the year 2020.

TABLE 1-3
County Population Projections
Estimated July 1, 2000 and Projections for 2005, 2010, 2015, 2020

COUNTY	July 2000	July 2005	July 2010	July 2015	July 2020	2000 - 2020 % Increase
FRESNO	816,400	893,300	970,900	1,043,100	1,134,600	39.0%
KERN	678,500	771,300	871,600	972,700	1,088,600	60.4%
KINGS	134,500	149,600	165,300	180,800	198,700	47.7%
MADERA	127,700	152,600	178,900	203,000	229,200	79.5%
MERCED	214,400	239,900	266,700	292,400	322,700	50.5%
SAN JOAQUIN	573,600	645,600	727,800	803,400	887,600	54.7%
STANISLAUS	454,600	522,700	587,600	646,800	712,100	56.6%
CENTRAL VALLEY	2,999,700	3,375,000	3,768,800	4,142,200	4,573,500	52.5%
CALIFORNIA	34,480,300	37,473,500	40,262,400	42,711,200	45,821,900	32.9%

Source: California Department of Finance

Based data provided from the Department of Finance, Table 1-4 displays Madera County employment by industry category for 2000. At 30.6% of total employment, farming was the largest source of jobs in the county followed by services at 19.6%, wholesale and retail trade at 14.4%, and local government at 12.9%. There were approximately 6500 unemployed in 2000, which was 11.8% of the total labor force. High unemployment is prevalent throughout the Central Valley providing a challenge to produce the number of jobs needed to keep pace with the projected population growth.

TABLE 1-4
Employment and Madera County Residents
By Industry Category - 2000

INDUSTRY	NUMBER	%
Farming	11,900	30.6
Construction & Mining	1,500	3.9
Manufacturing	3,300	8.5
Transportation & Public Utilities	1,000	2.6
Wholesale & Retail Trade	5,600	14.4
Finance, Insurance & Real Estate	600	1.5
Services	7,600	19.6
Federal Government	400	1.1
State Government	1,900	4.9
Local Government	5,000	12.9
TOTAL:	38,800	100.0
Total Civilian Employment:	48,100	
Civilian Labor Force:	54,600	
Civilian Unemployment:	6,500	
Civilian Unemployment Rate:	11.8%	

Source: California Department of Finance

Household and employment projections for Madera County are presented in Table 1-5. These projections are provided for Years 2010, 2020, and 2025. The projections of population, households and employment were allocated to the broad geographic areas presented in the table and further allocated to the 302 traffic analysis zones (TAZs) used for the Madera County Regional Traffic Model.

TABLE 1-5
Madera County Development Projections
2010, 2020 and 2025

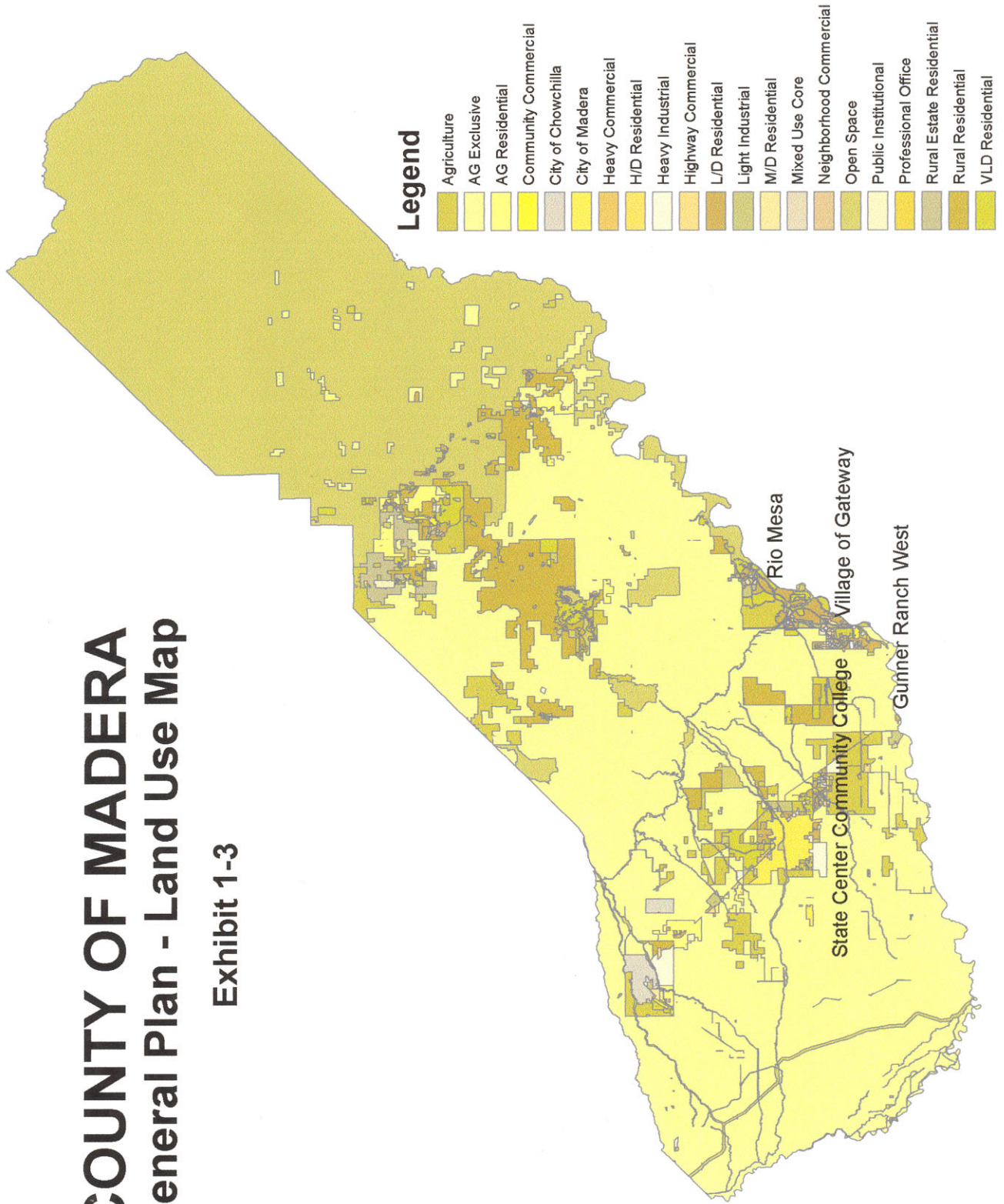
Analysis Area	2010 Pop.	2010 Households	2010 Employ.	2020 Pop.	2020 Households	2020 Employ.	2025 Pop.	2025 Households	2025 Employ.
Rural Area	8,479	2,645	2,463	10,873	3,391	3,155	12,202	3,806	3,542
Mountain Area	57,337	17,884	13,218	73,521	22,932	16,947	82,509	25,736	19,019
Madera									
Ranchos Area	17,059	5,321	5,969	21,875	6,823	7,654	24,549	7,657	8,589
Chowchilla	15,117	4,715	4,593	19,384	6,047	5,889	21,754	6,786	6,609
Madera	77,139	24,061	26,583	98,914	30,853	34,086	111,006	34,625	38,255
Total	175,131	54,626	52,826	224,567	70,046	67,731	252,020	78,610	76,014

Source: MCTC Regional Traffic Model Socioeconomic Profile, February 8, 2001

COUNTY OF MADERA

General Plan - Land Use Map

Exhibit 1-3



New Development

State Center Community College Plan

Although separated from the City of Madera for planning purposes, this 1800+ acre “new growth area” bounded generally by Avenue 13, the Santa Fe Railroad, Avenue 12 and Freeway 99 is a potential southeastern extension of the urban area. As the name implies, the focus of this new planned community is the Madera Center campus for the State Center Community College. The planned community intends mixed uses ranging from suburban residential, multi-family, neighborhood and community commercial through special college and highway commercial, office and industrial developments. These land uses will be accompanied by complete urban infrastructure including utilities, water, sewer, flood control, park, school and open space as well as streets and other transportation improvements.

The concept plan envisions three distinct districts, each with a core area, linked together by unique transportation connections and retaining environmental corridors and cohesive design standards. Additional “open space linkages” are intended as bike and pedestrian corridors with recreation, flood control and habitat preservation integrated and providing buffers between residential and adjacent arterial roadways. The conceptual circulation plan provides a conventional grid system of arterial and collector streets including Avenue 13, Road 29 and Avenue 12 as major routes, and Avenue 12½, Road 30 and Road 30½ as internal collectors.

A unique future potential is a proposed “intermodal easement looping” from the intermodal stations on both the UP and Santa Fe Railroads along Avenue 12½, Avenue 13, and diagonally past the State Center Community College campus and core to Avenue 12, enabling future shuttle busses, light rail, trolley or alternative community circulation systems such as electric vehicles or people movers. These concepts facilitate bike and pedestrian circulation, particularly associated with the Community College and adjoining core commercial and multi-family residential district, but also utilizing the open space linkages through lower density residential areas and along major arterials and collectors. Thus, the design details can integrate pedestrian and bike paths and multi-purpose trails in these open space corridors to complement conventional sidewalks and on-street lanes in the interim. Until intermodal stations are feasible on either or both rail lines, however, this internal circulation should use conventional arterial and freeway interchange connections to link with the remainder of Madera and accommodate external traffic.

Rio Mesa and Gunner Ranch West Area Plans

Rio Mesa and Gunner Ranch West are major “new growth areas” planned for the Highway 41 corridor adjoining Fresno County. Rio Mesa is generally bounded by Road 145, the San Joaquin River, and Highway 41 while Gunner Ranch West is generally south of Avenue 10, and west of Highway 41 or the San Joaquin River bluffs. Rio Mesa contains more than 15,000 acres. Gunner Ranch West contains approximately 1200 acres including the Children’s Hospital Central Valley medical complex. The new growth areas are projected in the 1994 Madera County General Plan Update, for phased urban development over the next ten to twenty years.

Conceptual land use and circulation proposals defined in the Rio Mesa Area Plan envisions three major village commercial and mixed use cores with less intensive residential and employment areas surrounding and low density edges near the river or adjoining Little Table

Mountain and in the foothills approaching Millerton Lake. These three “village cores” also contain support facilities such as schools, parks, churches and other social and recreation activities with additional services also integrated. Ultimately, the 15,000 acre Rio Mesa Area Plan might accommodate more than 30,000 dwelling units, or a population almost equal to the current size of all of Madera County, but by the year 2020 approximately one quarter to one third of this potential is expected in phased developments.

The circulation concept for Rio Mesa would include Freeway 41 extension from Avenue 9/10 interchange, which is part of the Gunner Ranch West Area Plan, north to Highway 145, with additional interchanges at Avenue 12 and Avenue 15. A six lane divided major arterial would connect the Avenue 12 village core with the Avenue 15 Rio Mesa community core along a curvilinear alignment through the planning area east of the proposed Freeway 41 extension, with a branch arterial extending northeast toward third village core. Road 145 and several other 4 lane arterials and two-lane collectors would complete the major network of public roads proposed as part of the Rio Mesa Area Plan.

The concept circulation plan includes Class II bike lanes on all arterial, collector and local access roads except local rural roads where Class III routes could be designated as needed. Additionally, the development is also “transit-oriented” including bus turnouts and shelters, particularly around the higher density “village cores.” Pedestrian facilities include sidewalks on all street sections (except local rural roads) and similar off-street trails. Both the pedestrian and bike trails would also access Little Table Mountain and the San Joaquin River corridor, the latter with at least four connections between Friant Dam and the SR 41 bridge. The proposed San Joaquin River Parkway would include both hiking and biking trails and equestrian trails as well.

The Gunner Ranch West Area Plan provides for urban development of approximately 1150 acres west of the San Joaquin River bluffs south of Avenue 10, including the Children’s Hospital Central Valley medical complex. The land use plan proposes a major commercial core centered on Children’s Boulevard, a new 6-lane arterial diagonal connection between Avenue 9 and a proposed Freeway 41 interchange near Avenue 10. Two and four-lane connectors would connect the existing highway which would become a freeway frontage road both north and south of Avenue 10 and also link Avenue 10 to the entrance drive to the hospital. Additionally, Roads 40 and 40½ would be improved as north-south residential collectors further west. The residential neighborhood would center on Avenue 9 and Road 40½ where a community center site and K-8 school site are proposed. The residential capacity, including some mixed use, would be approximately 3,000 dwellings or 8,000 population, phased over a 20 year development period.

Bike lanes and bus turn-outs and shelters are proposed along Children’s Boulevard from the Freeway 41 interchange through the commercial centers to the Valley Children’s Hospital. Class II bike lanes would also be provided on all other arterial and collector streets. Although not specifically proposed, the Gunner Ranch West Area Plan could include a Class I path along or parallel to the San Joaquin River bluffs, particularly from Lanes Bridge Road to Valley Children’s Hospital, as an alternative and relief route to the busy Avenue 9/Children’s Boulevard. This latter path could also connect to the existing Avenue 9 alignment private roadway traversing the San Joaquin River flood plain and linking with existing Highway 41.

Village of Gateway

The Village of Gateway development would encompass approximately 2,658 acres bordered to the west by Road 40, to the south by Avenue 9, to the east by State Route 41, and to the north by a property line approximately one mile north of Avenue 12. The self-sustaining community village would be accomplished through a mix of urban uses including commercial, residential, and employment centers. Development would take place over a period of up to ten years, based upon market demands.

The master planned community would include 6,950 units of residential uses on 1,701 acres with various densities, 121 acres of employment land uses, 47.5 acres of highway service commercial uses, 23.7 acres of commercial land uses, 128.6 acres for park and recreation facilities, 19.8 for the village center, and 148.4 acres for education uses. The circulation plan includes Class II bike lanes on all arterial, collector and local access roads except local rural roads where Class III routes could be designated as needed.

The 20-acre Village Center is intended to be the “downtown” of the Village of Gateway, with a small-town shopping street that would maximize pedestrian activity and be the focal point of the community. There would be a mix of retail, restaurant, theater, office, cultural, and entertainment uses. The Village Center would be accessed by vehicle, transit and trail systems. The plan includes 262 acres of permanent open space, as well as a community park, five neighborhood parks, green belts, and flood control areas. Passive and active recreational uses would be accommodated, including hiking, fishing, organized sports, walking, picnicking, and bicycling. In addition, 13.7 miles of off-road pedestrian and bicycle trails are planned as part of the project.

Commuter Patterns

Commuting habits in Madera County have remained relatively constant over the last decade. Table 1-5 describes the means of commute for workers 16 years and over. The single occupancy vehicle continued to be the primary means of transportation for approximately 73% of workers in 2000. Carpooling accounted for 18.1%, public transportation for 0.7%, and bicycling for just 0.4% of workers in Madera County.

TABLE 1-5
Means of Commute in Madera County - 2000

	MADERA COUNTY	CITY OF MADERA	CITY OF CHOWCHILLA	UNINCORPORATED AREA
Population	123,109	43,370	11,167	68,572
Households	36,155	12,019	2,570	21,566
Household Size	3.41	3.61	4.35	3.18
Vehicles Available	1.85	1.56	1.62	2.04
Workers 16 Years & Over	40,958	13,742	2,587	24,629
Means of Commute				
Drove Alone	29,950	9,367	2,044	18,539
Carpooled	7,418	3,189	378	3,851

Public Transportation	294	209	0	85
Motorcycle	50	25	0	25
Bicycle	165	96	9	60
Walked	985	260	50	675
Other Means	367	251	0	116
Worked at Home	1,729	345	106	1,278

Source: U.S. Bureau of the Census

The 2000 Census revealed that 165 persons in Madera County chose bicycling as their primary means of commute in 2000. However, this number does not include those under the age of 16 that bicycle to school. It is estimated that there are approximately 450 daily riders in the County of Madera. That number would significantly increase with the development of an adequate bicycle facilities network in the City of Madera, City of Chowchilla, and the unincorporated areas of the County of Madera.

Air Quality

The San Joaquin Valley is designated by the U.S. Environmental Protection Agency as a severe non-attainment area for ozone and particulate matter. The non-attainment area includes the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. Approximately 60% of nitrogen oxides (NOx) and volatile organic compounds (VOC), the precursor emissions that produce ozone and PM10, are emitted by on-road mobile sources in the valley. On-road mobile sources include light, medium, and heavy-duty vehicles and trucks. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has included the implementation of transportation control measures (TCMs) in its Ozone Rate of Progress Plan and PM10 Attainment Plan. TCMs are measures designed to reduce single occupancy vehicle trips. The implementation and promotion of safe and accessible bicycle facilities can reduce the reliance on motor vehicles for short-range trip purposes. The projects included in this plan are designed to develop a network of bicycle paths, lanes, and routes that will allow bicycling to become an alternative and viable mode of transportation in Madera County.

Regional Connectivity

The bicycle as a viable mode of transportation, particularly for relatively short trips in and around urban areas and rural communities, however, the bicyclist will also utilize or relate to "roads of regional significance" to connect destinations in neighboring communities. Portions of these routes are also integrated into local circulation and there are few alternative routes other than State Highways and County Roads connecting one community to another. Generally, these routes are relatively heavily traveled by trucks and cars at high speeds. Bike and pedestrian use, even if minimal may be unsafe without some separation of facilities. This is particularly true on urban segments of these routes where use of all types is concentrated. These "roads of regional significance", including most state highways or parallel routes and many conventional County roads, form a basic 5 to 7 mile grid network traversing the valley and foothill portions of Madera County where the vast majority of population, jobs, schools and most other trip origins and destinations are located. The eastern third of the County composed of high elevation Sierra National Forest is not conducive to commuter bike and pedestrian facilities, but is primarily a recreation and resource area with sparse settlement and minimal non-recreational travel.

The following is a list of regionally significant roads in Madera County. Most of these segments are planned as Class III facilities, but the County is committed to upgrading the facilities as road reconstruction projects provide the required 4' shoulder for Class II bikeways. The county intends to sign and stripe such facilities as Class II as the continuity of shoulder width develops and improves making it practical to do so. Exhibit 1-4 shows the planned bicycle network on the regionally significant road system in Madera County.

Roads of Regional Significance

NORTH - SOUTH	EAST - WEST
Chowchilla Blvd	Avenue 7
Fairmead Blvd	Avenue 7 1/2
Golden State Blvd	Avenue 9
Road 9	Avenue 12
Road 16	Avenue 15
Road 22	Avenue 17
Road 23	Avenue 18 1/2
Road 26	Avenue 21
Road 36	Avenue 26
Road 400	Road 200
Road 600	Road 415
Road 222	Road 613
Road 274	SR 145
SR 41	SR 152
SR 49	SR 153
SR 145	

Connections With Adjoining Counties

Inter-county connectivity from Madera County to the neighboring counties of Merced, Mariposa, and Fresno relies heavily on the State Route system. The vast majority of inter-county bicycle travel is done by bicyclists out of the Fresno/Clovis Metropolitan Area that ride primarily in Eastern Madera County for recreational purposes. Caltrans does not currently have any plans to designate the State Routes in Madera County as Class II or III bicycle facilities, but these routes are open to bicycle travel as shared right-of-way except for freeway segments on SR 99 and SR 41. Caltrans is committed to providing adequate shoulder width to accommodate bicycle travel as highway reconstruction projects come on line. Caltrans District 06 has compiled a highly detailed Bike Route Inventory of the State Highways in Madera County. This inventory contains road and shoulder widths by Post Mile for SR 41, 49, 99, 145, 152, and 233 in Madera County. A copy of the inventory can be obtained by contacting John Cinatl, Caltrans District 06, 1352 West Olive Ave, Fresno, CA 93778, (559) 444-2500.

Merced County

1. State Route 152 – Connects with SR 59 north to the City of Merced and continues west to the city of Los Banos.
2. State Route 99 – North to the City of Merced. SR99 in Merced County is an expressway, but the segment in Madera County from SR152 to the Chowchilla River

Bridge is a freeway restricted to bicycles. An alternative to SR99 is the Chowchilla Blvd. connection to Minturn Road north toward Le Grand into Merced County.

Mariposa County

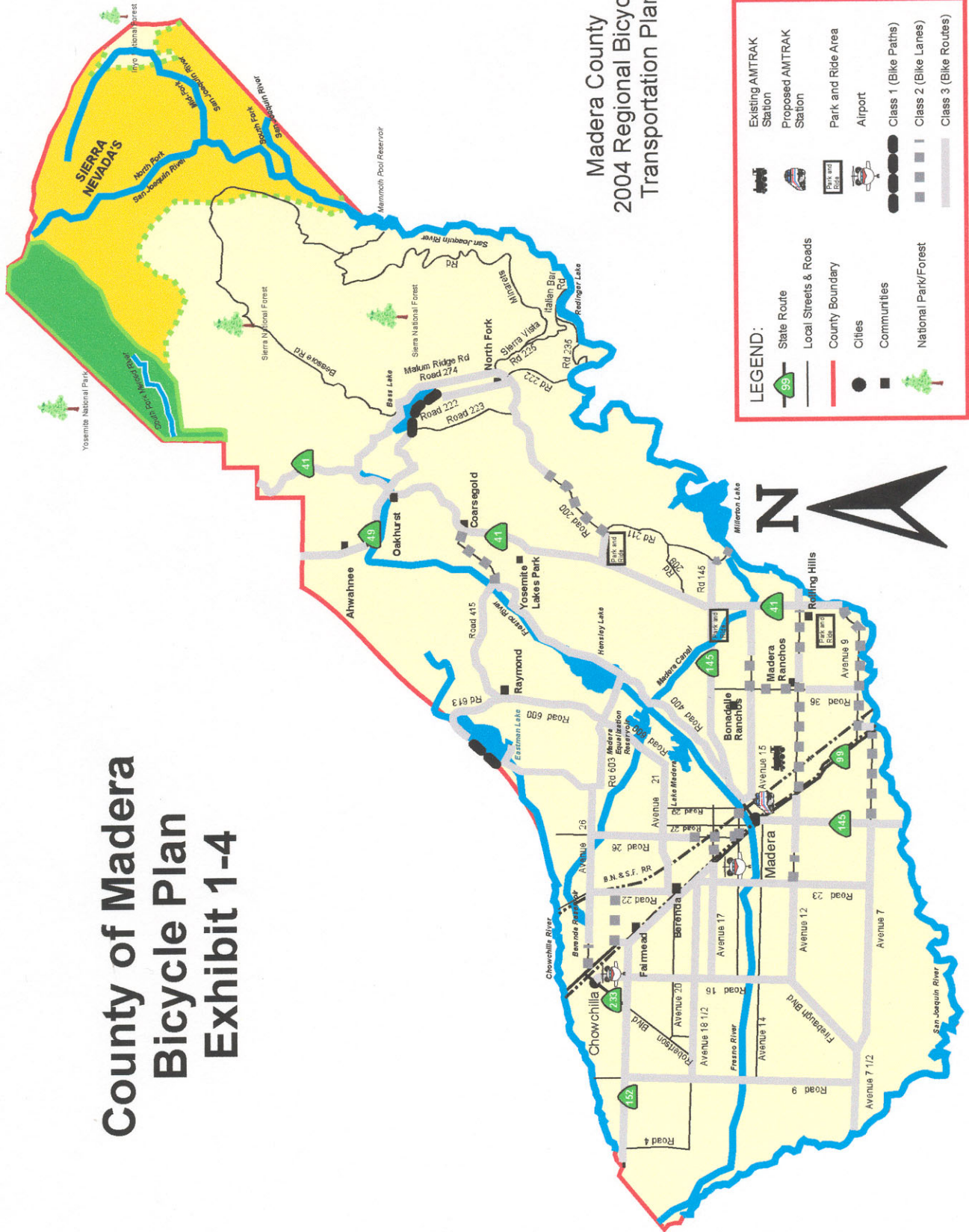
1. Road 613 – Connects the community of Raymond via Ben Hur Road with the City of Mariposa.
2. State Route 49 – Connects Oakhurst – Ahwahnee with the City of Mariposa.

Fresno County

1. Avenue 7 ½ - Connects to the City of Firebaugh to the west.
2. State Route 145 – Connects the City of Madera to the west side of the City of Fresno and to the City of Kerman to the south.
3. State Route 99 – SR 99 is a freeway restricted to bicycles south of the City of Madera to the San Joaquin River Bridge.
4. Cobb Ranch Blvd. – From Avenue 10 across the Old SR 41 Bridge to the San Joaquin River Parkway Trail in the City of Fresno.
5. Road 206 – A segment that connects SR 145 across the San Joaquin River with Friant Road in Fresno County that provides access to the City of Madera to the south.

County of Madera Bicycle Plan Exhibit 1-4

Madera County 2004 Regional Bicycle Transportation Plan



Not to Scale

GOALS, OBJECTIVES, and POLICIES

GOAL: Provide safe, accessible, and continuous bicycle facilities as an integral component of a multi-modal transportation network.

- Objectives:**
- Develop a continuous bicycle network that links residential communities with schools, employment areas, shopping centers, and recreational activities.
 - Maintain the signage, striping, and shoulders, lanes, and pathways of the existing bicycle transportation system.
 - Provide adequate bicycle support facilities such as bike racks located near destination areas, and installed on transit vehicles.

- Policies:**
- ▶ *Encourage member agencies and Caltrans to adopt policies and design standards that includes the accommodation of bicycle travel on all new construction, reconstruction, and capacity increasing street and highway projects where practical and feasible.*
 - ▶ *Encourage member agencies and Caltrans to develop bicycle facilities that are consistent with state design standards.*

GOAL: Recognition of the bicycle as a viable alternative mode of transportation that necessitates inclusion in local, regional, and state transportation planning efforts.

- Policies:**
- ▶ *Inclusion of bicycle transportation planning activities as an essential element of MCTC's transportation planning, programming, and monitoring efforts.*
 - ▶ *Inclusion of a bicycle facilities funding program in the Expenditure Plan for the extension of Measure "A", Madera County's local ½ cent sales tax for transportation.*
 - ▶ *Update the regional bicycle transportation plan as required and encourage and assist member agencies in updating local bicycle transportation plans every three years.*
 - ▶ *Encourage public participation in the transportation planning process.*
 - ▶ *Publicize and support bicycling as a viable mode of transportation that improves air quality, eases traffic congestion, and promotes physical fitness through MCTC's Public Awareness Program.*

GOAL: Promote bicycle safety through the education and enforcement of traffic laws.

Objectives: • Provide and distribute the *Madera County Bikeway Maps* pamphlet that includes information on bicycle rules and safety tips.

Policies:

- ▶ *Support the strict enforcement of state and local traffic laws pertaining to bicycle safety and the interaction of bicyclists and motor vehicles.*
- ▶ *Encourage the Department of Motor Vehicles (DMV) to include bicycle rules and regulations in drivers license examinations.*

GOAL: Advance the development of a continuous bicycle transportation network through the maximization of funding opportunities.

Policies:

- ▶ *Identify funding sources and notify member agencies of the requirements for all federal, state, and local bicycle transportation funding programs.*
- ▶ *Encourage and assist member agencies in prioritizing projects that enhance the development of a continuous bicycle transportation system.*
- ▶ *Support transportation grant applications that seek funding for bicycle facilities projects.*

RECOMMENDED STANDARDS

Land Use Considerations

Land use decisions by Madera County and its Cities can clearly play an important role in resident's choice of travel. Simply providing facilities for bicycling and walking is not enough. Steps must be taken to encourage people to bicycle and walk while discouraging unnecessary motor vehicle trips, particularly alone. Decisions that make bicycling and walking realistic and practical transportation options include:

- encouraging mixed-use developments;
- increasing housing densities;
- promoting a "jobs/housing balance" in community and area plans;
- developing commercial design guidelines which promote the use of bicycle and pedestrian facilities and incorporate parking management programs; and
- discouraging the construction of facilities that focus on the single occupant motor vehicle exclusively at the expense of alternative transportation modes.

In places such as the City of Davis, where land use decisions reflect these priorities, bicycling and walking have become the mode of choice by over 25% of their residents.

Bicycle and pedestrian facilities are commonly added to the transportation infrastructure after it has been developed causing expensive retrofitting. Instead, local and regional planning departments should routinely examine new developments for opportunities to create safer areas for bicycling and walking. Developing these facilities from the start is a far more cost-effective approach.

Interface With Transit And Other Modes

Modern transportation planning anticipates connections between the various transportation modes facilitating use of a combination of transportation modes for maximum flexibility. People should be able to easily combine transit, automobile, carpooling, bicycling, and walking for their commuting, shopping, and recreational trips.

Facilities that can help cyclists combine transportation modes include: bike racks on busses, bike racks and lockers at transit stops and park and ride lots, intermodal stations, and "multi-modal" parking facilities (including bike, pedestrian and transit as well as motor vehicle parking).

Parking facilities are recommended for installation at the Madera Intermodal Transportation Center, the proposed relocated AMTRAK Station, and the park and ride lots along State Route 41 at Avenue 10, State Route 145, and Road 200. Bike racks should be installed on the fixed-route transit systems like the Madera Area Express (MAX) and the Madera County Connection

(MCC). Providing these multimodal parking facilities will enable a smooth transition between modes and will encourage the greater use of the bicycle for transportation purposes.

Education

Bicycle Safety and Education Recommendations

1. That the Madera County Transportation Commission update and distribute the *Madera County Bikeways pamphlet* that includes route information, bicycle rules, and safety tips.
 - Coordinate with local bike shops to disseminate educational information when a bicycle is purchased or repaired.
 - Distribute bicycle education material at schools, businesses, and community events.
2. Coordinate with the Highway Patrol, Police Department, and school districts to develop a bicycle education program for the elementary schools.
3. Subscribe to publications from national bicycle and pedestrian groups to keep abreast of developments in bicycle and pedestrian planning, education and promotion on a regional, state and national level.
4. Emphasize increased vehicle code enforcement of bicycling in the following areas:
 - Riding without lights at night.
 - Riding on sidewalks.
 - Riding against traffic.
 - Failing to stop at traffic signals, or stop signs.
5. Encourage the Department of Motor Vehicles to:
 - Emphasize bicycle safety on drivers' license examinations.
 - Include bicycle education information in the DMV Traffic School curriculum.
6. Publicize theft prevention efforts that emphasize the recording of serial numbers, the utilization of secure locks, provision of adequate racks and/or lockers at major activity centers.

Standards That Promote Safety

Road Surfaces

Street and road surfaces should be smooth with uniform pavement edges. The local Public Works Departments should develop a regular bicycle facilities maintenance program for removing obstructions, repairing potholes, landscaping, and signage and striping. Bikeway sweeping should occur on a regular basis to ensure that the facilities are clean and safe for bicycle travel.

Drainage Grates

All drainage grates should be upgraded so that there are no openings parallel to the direction of bicycle travel. A waffle style pattern should be used to prevent bicycle wheels from becoming trapped inside the grate.

Railroad Crossings

Bikeways should be straight, have the same width, and be right angles to the track for at grade railroad crossings. Where skewed crossing is unavoidable the shoulder should be widened to allow the bicyclist maneuver at a right angle. Special construction materials should be used to keep the flange depth to a minimum.

Road Repair

Provide save pavement surfaces where trenching or road repair projects occur in a designated bikeway. Require the repair and replacement of roadway surfaces extend the full width of the roadway to include the bicycle facility.

Traffic Calming

Traffic calmed streets can provide a safer conditions for bicycle travel. Medians, narrowed lanes, traffic circles, reduced speed limits, speed bumps, and signs are some of the traffic calming options available to make streets and roads bicycle friendly.

Bicycle Facilities Standards

Every street and highway on which bicycles are permitted to operate should be designed and maintained to accommodate shared use by bicycles and motor vehicles. Madera County rural road reconstruction projects should include a minimum 4' paved shoulder in both directions to accommodate bicycle travel. Caltrans' bikeway standards should be followed as a minimum criteria for installing new, or upgrading existing bicycle facilities. Standards should be consistent throughout jurisdictions to provide a feeling of familiarity to cyclists riding in this region and so motorists also recognize the potential for bike traffic.

Chapter 1000 of the Caltrans Highway Design Manual describes standards for bikeway development. The following standards are offered to supplement Caltrans' standards:

Class I Bike Paths

All bicycle paths should meet or exceed minimum standards set by the California Highway Design Manual.

Bicycle Paths should provide smooth, hard surfaces at least 8 feet wide. Exceptions to this standard may be made in hillside areas where grading would cause visual impacts or along creeks where space is limited.

Bicycle paths should be installed where interruptions by street intersections or driveways are minimal. A standard of 1,000 feet of uninterrupted length is desirable. However, each potential location should be evaluated on its merits.

All access points to bicycle paths should be clearly signed and marked and have convenient connections from public streets.

If a path is located closer than 5 feet from the edge of the traveled way, a physical barrier should be installed to prevent bicyclists from encroaching onto the highway, and visa versa.

Minimum design speed for paths should be 20 mph on straight stretches and 30 mph on long downgrades.

Where heavy bike volumes are anticipated and/or significant pedestrian travel is expected, the paved width of a two-way path should be greater than 8 feet, preferably 12 feet or more.

Class II Bike Lanes

The preferred Class II facility is a 5' minimum lane width with parking restricted. A 5' minimum lane width should be required where it is located next to parking stalls. A 4' minimum lane width is permitted where the lane is adjacent to road or shoulder edges.

The lane is to be marked with a 6" stripe to indicate a separation between the bike lane and the motor vehicle lane. A directional arrow should be placed along with the bike pavement stencil.

Class II bike lane signs (R81) are required at the beginning of the lane, at the far side of every arterial street intersection, at all major changes in direction, and at maximum half-mile intervals.

Pavement stencils shall be placed on the far side of each intersection and may be placed at other locations as desired.

Class III Bike Routes

Class III bike routes are shared facilities, usually with motor vehicles on the street or pedestrians on road shoulders. Class III routes are often used to fill gaps between bike lane segments and between paths, and are popular on less traveled roadways. Bike route signs (G93 type) are required to be placed periodically along the route and at changes of direction. With each change of direction, bike route signs should be supplemented by G33 directional arrows. This plan suggests maximum spacing of one half mile between signs.

No modifications to Caltrans Class III standards are proposed as part of this plan.

Other factors involved with determining bikeway and facility location include the following:

- The degree to which each potential location satisfies the needs and desires of bicyclists.
- The type of bicycle facilities that can or cannot be established along each potential corridor.

- The desirability of a route is determined by its links with other bikeways and its utility for use based on density of origin/destination land uses.
- The desirability of a bikeway location is enhanced if providing a bikeway would also enhance pedestrian safety.
- The cost of developing a particular bikeway link should be compared to the overall improvement in the bicycle circulation system, and the benefit the new link provides to that system.

FIGURE 4-1

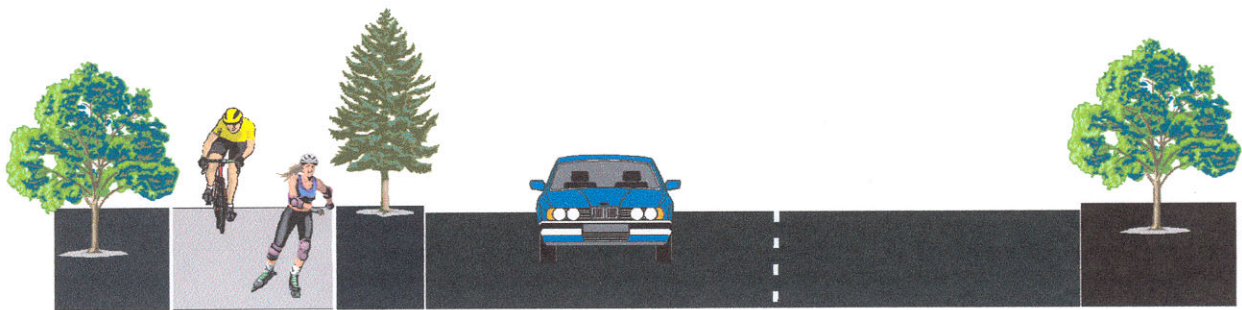
CLASS I

Bicycle/Pedestrian Path

- Exclusive right-of-way
- Pathway is completely separated from the roadway
- Typically located along rivers and streams, canal banks, RR corridors, and green belts, etc
- Motor vehicle cross traffic is minimal



W79 Bike Path Sign



Standards

- The minimum paved width for a two-way bike path shall be 2.4 meters. A minimum 0.6 meter wide graded area shall be provided adjacent to the pavement.
- The slope of the pathway should be 2% to provide adequate drainage.
- The grade should be at 2% to allow for all types of riders; the maximum grade is 5%.
- A minimum 0.6 meter horizontal clearance to obstructions shall be provided adjacent to the pavement.
- The vertical clearance to obstructions across the clear width of the path shall be a minimum of 2.4 meters.
- A dashed 100 mm yellow centerline stripe may be used to separate opposing directions of travel.
- A W79 sign may be used to mark the path.
- The minimum design speed for bike paths shall be 40 km/h dependent on the expected use and type of terrain.

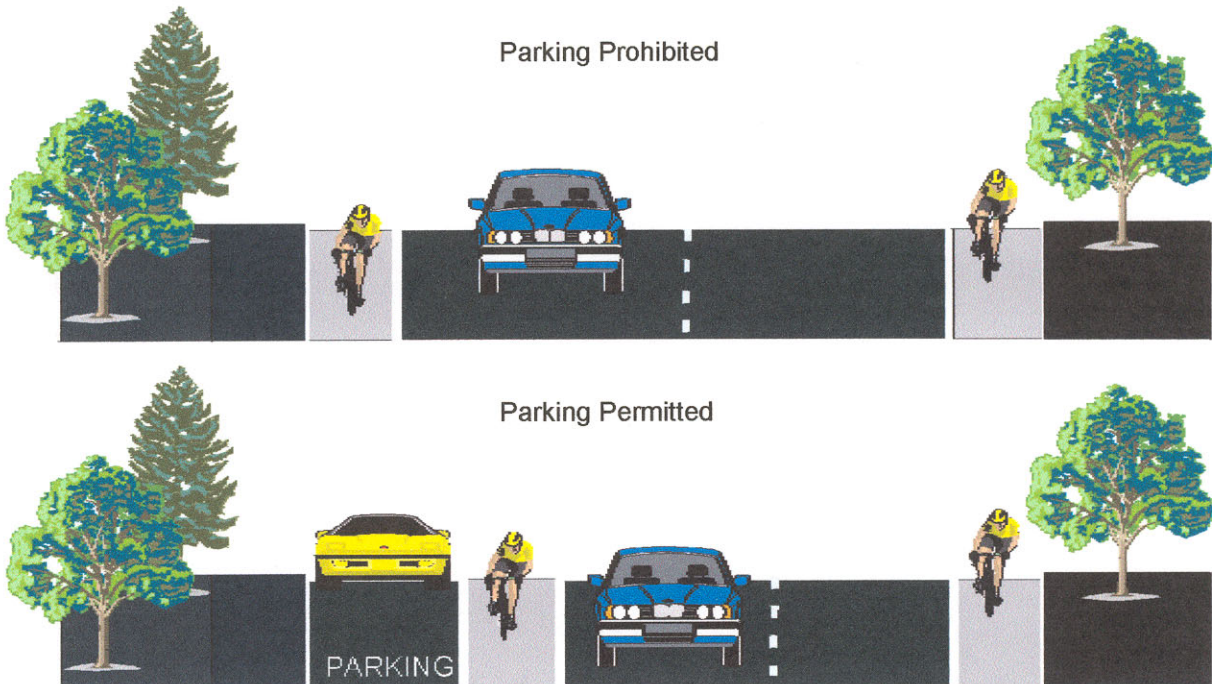
FIGURE 4-2

CLASS II Bicycle Lane

- Restricted right-of-way designated for bicycle use
- The bike lane is designated by solid white striping
- Signed as a bike lane
- Motor vehicle may enter the lane to make a turn or to park where not prohibited



R81 Bike Lane Sign



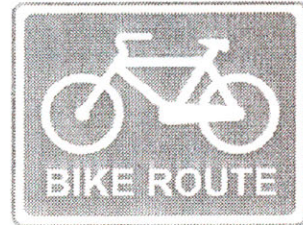
Standards

- Class II bike lanes shall be one-way facilities.
- If no gutter exists the minimum bike lane width shall be 1.2 meters. With a normal 600 mm gutter, the minimum bike lane width shall be 1.5 meters.
- Where parking is permitted, 3.3 m or 3.6 m (depending on the type of curb) shall be the minimum bike lane width.
- A 150 mm solid white stripe shall mark the designated bike lane.
- Where right turns are permitted the solid stripe shall be replaced by a dashed stripe 30 m to 60 m prior to the intersection.
- A R81 bike lane sign shall be placed at the beginning of all bike lanes, at the far side of every arterial street intersection, at all major changes in direction, and at maximum 1 km intervals.
- Bike lane pavement marking shall be placed on the far side of each intersection, and may be placed at other locations as desired.

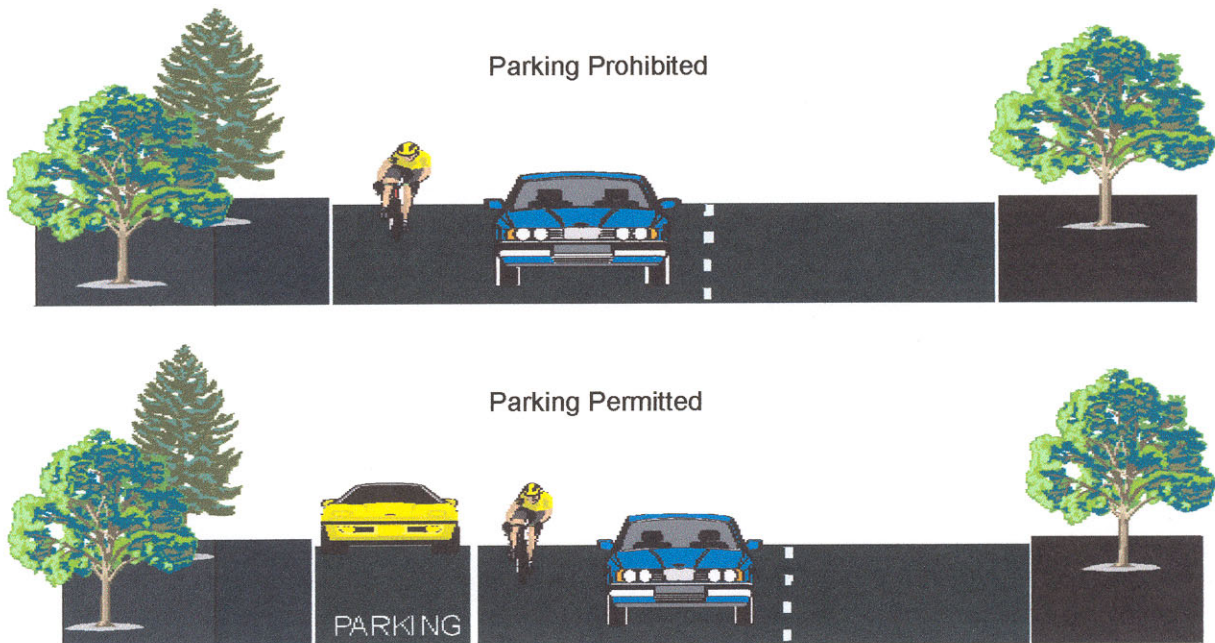
FIGURE 4-3

CLASS III Bicycle Route

- Shared right-of-way for motor vehicles and bicycles
- Signed as a bike route



G93 Bike Route Sign



Standards

- Class III bikeways are intended to provide continuity to the bikeway system.
- Class III facilities are established by placing G93 bike route signs along roadways.
- Since bicyclists are permitted on all highways (except prohibited freeways), the decision to sign the route should be based on the advisability of encouraging bicycle travel on the route and other factors listed below. To be of benefit to bicyclists, bike routes should offer a higher degree of service than alternative streets. Routes should be signed only if some of the following apply:
 1. They provide for through and direct travel in bicycle demand corridors.
 2. Connect discontinuous segments of bike lanes.
 3. An effort has been made to adjust traffic control devices to give greater priority to bicyclists.
 4. Street parking has been removed or restricted.
 5. Surface imperfections and irregularities have been corrected.

BICYCLE FACILITIES FUNDING SOURCES

Bikeways and related facilities have numerous sources of federal, state, and local funding. Each specific project must be evaluated according to available programs, which fluctuate year to year in amount allocated and in competition with other areas. The major or principle regular State of California source for bikeway funding is the Bicycle Transportation Account (BTA). The BTA provides \$7.2 million annually until 2005, and \$5 million annually thereafter to provide safe and convenient bicycle paths, lanes, and routes in local cities and counties throughout the State of California.

Federal Funding Sources

Surface Transportation Program (STP)

This transportation program under ISTEA, TEA-21, and TEA-3 (pending legislation) emphasizes intermodal regional transportation network projects. These funds may be used for roads, bridges, transit capital, and bicycle/pedestrian projects. Eligible bicycle projects include: bicycle facilities; parking facilities; and bike racks on busses. MCTC receives approximately \$1 million annually in STP Funding. These funds are allocated to each local agency by its proportion of Madera County population. A local match of 11.5% is required, although STP funds are typically exchanged for state-only funds.

Congestion Mitigation and Air Quality Program (CMAQ)

This funding program within ISTEA, TEA-21, and TEA-3 (pending legislation) provides funds for transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. Eligible projects must prove that they will contribute to meeting the attainment of air quality standards. Eligible projects include: bicycle facilities; bicycle activated signalization; and safety, educational, and promotional programs. MCTC receives approximately \$1.2 million annually, which is awarded to local government agency applicants through a competitive grant process. A local match of 11.5% is required for CMAQ projects.

Transportation Enhancement Activities (TEA)

Under ISTEA, TEA-21, and TEA-3 (pending legislation) funds available for enhancement activities must have a direct relationship to the intermodal transportation system. States are required to use 10% of their STP apportionment on TEA projects. Transportation enhancements must be over and above the scope of normal transportation projects. Eligible projects include: facilities for pedestrians and bicycles; and the conversions of railway corridors into bike and pedestrian trails. MCTC receives an annual apportionment of approximately \$200,000 in TEA funds. These funds are allocated to each local agency by its proportion of Madera County population. A local match of 11.5% is required, although STP funds are typically exchanged for state-only funds. The CTC is considering a recommendation from Caltrans to incorporate the TEA program into the State Transportation Improvement Program (STIP).

State Funding Sources

Bicycle Transportation Account (BTA)

The BTA is a statewide competitive grant reserved for bicycle transportation projects that improve the safety and convenience of commuters. The BTA provides \$7.2 million annually until 2005, and \$5 million annually thereafter to provide safe and convenient bicycle paths, lanes, and routes in local cities and counties throughout the State of California. Eligible applicants are those cities and counties that have an approved Bicycle Transportation Plan. A local match of 10% is required for the awarded projects. Grant applications are due to Caltrans Bicycle Facilities Unit before December 1st for each grant cycle.

Environmental Enhancement and Mitigation Program (EEM)

This program provides \$10 million annually on a statewide competitive application basis. Eligible projects must be a mitigation or enhancement to existing or future transportation projects. Any federal, state, local, or non-profit entity is eligible to apply to the State Resources Agency for grants. Bikeways are covered under the EEM category "Roadside Recreational Projects", which emphasizes projects serving the greatest need with the greatest benefits, and having the best plan for maintenance. Eligible projects include recreational and commuter bikeway facilities. The project deadline is in November of each year. Grants are awarded by the California Transportation Commission (CTC) in July.

Local Funding Sources

Local Transportation Fund (LTF)

Transportation Development Act (TDA) section 99234 designates 2% of the total Local Transportation Fund for bicycle and pedestrian projects. LTF funds may be used for bicycle facilities, parking facilities, maintenance, and other intermodal access projects. MCTC receives approximately \$2.3 million annually in LTF funding. Of that, approximately 47,000 is reserved for bicycle and pedestrian projects. The remaining LTF funds are intended for public transit services, although it may be used for streets and roads purposes (including bicycle projects) if there are no unmet transit needs within the jurisdiction. LTF funds are allocated to each local agency by its proportion of Madera County population.

Reduce Motor Vehicle Emissions Program (REMOVE)

The San Joaquin Valley Air Pollution Control District (SJVAPCD) makes available its portion of motor vehicle registration fees for cities, counties, and other public and private institutions to implement transportation control measures. Bicycle facilities projects are eligible under this competitive grant process. Project proposals must demonstrate a cost effective reduction in vehicle miles traveled (VMT). The REMOVE grant cycle and funding amounts may vary, but in 2003, Phase VIII made available \$3.5 million for eligible projects.

Local Sales Tax for Transportation (Measure A)

Madera County enacted a ½ cent local sales tax for transportation in 1990. This fifteen year program is expected to have raised approximately \$65 million for projects that improve safety

and relieve traffic congestion. Although bicycle and pedestrian facilities projects are not eligible for these funds, road reconstruction and lane widening projects are eligible and can allow for the necessary shoulder width to accommodate bicycle facilities. A steering committee, to develop an expenditure plan for the extension of Measure "A", has been organized and plans to go before the voters in November of 2004. The committee may recommend that bicycle and pedestrian facilities projects become eligible under the new expenditure plan for Measure "A". A 20-year extension of Measure "A" is expected to produce \$156 million for transportation projects in Madera County through 2025.

ACTION PLAN

It is anticipated that the bicycle facilities projects proposed in this plan will be funded primarily through the following funding programs: CMAQ; LTF; Measure A; REMOVE; and BTA. This plan was developed in part to enable the local jurisdictions to become eligible to submit grant applications under the BTA program. Plan eligibility is maintained for three years after the bicycle plan is adopted Caltrans Bicycle Facilities Unit. The development of the proposed continuous bicycle transportation network will rely on the aggressive submittal of grant applications under the BTA, REMOVE, and CMAQ programs.

Prioritization

It is difficult to rank or prioritize candidate bikeway projects for several reasons:

1. Because bikeway projects in different areas may achieve different objectives they are considered eligible for a wide variety of funding sources, not necessarily in direct competition with each other.
2. Most bikeway projects are appropriately undertaken as a part of or concurrent with a larger street or highway improvement project such as reconstruction or widening. The larger project's priority usually determines when the smaller bikeway project can be accomplished.
3. Many local bikeway projects are directly related to proposed developments and construction is dependent on development related funding, either public or private. Until the development occurs neither the need nor opportunity for bikeway improvements can be accelerated except as an interim proposal.
4. Conversely, sometimes an unanticipated private project emerges quickly and programming a related bikeway project is impractical yet may be accomplished voluntarily as part of development review and construction approvals by the County or City.

Nonetheless, it is necessary to prioritize anticipated projects to formulate an implementation program. Although the sources of funding may not be apparent, particularly for "retrofit" of existing developed areas, the relative importance or need and the approximate cost can be estimated generally, and programmed accordingly. The long-range goals and objectives appear more feasible when step-by-step directions are suggested. Thus the implementation program is defined for discussion and as an initial evaluation of comparative cost-benefit. The projects proposed for each local agency are prioritized under either a 5 or 10-year program. Projects under the 5-year program either already funded or funding will be aggressively pursued during the program period. Projects identified in the 10-year program should displace completed projects in the 5-year program upon the next scheduled update to this plan in 2006. However prioritized, the plan adoption process may substantially reorder, add or delete projects or parts of the program, or the timing of proposed improvements to reflect public consensus of priority and apparent funding constraints and opportunities.

Projects Summary Table

The focus of the proposed commuter bike and pedestrian facilities improvements are in and around existing population centers: the Cities of Madera and Chowchilla; Madera Ranchos; and the Oakhurst areas. These are separately listed for each jurisdiction listed in the following table by project/street name or number, affected segment (begin and end), and approximate length. The table then identifies the recommended improvement by Class (I, II, or III for path, lanes, or routes, respectively) and the estimated cost, using the general figures mentioned above, and suggests basic priority in either the 5-year or 10-year program. In some instances, street segments are recommended for phased improvements and/or upgraded from lower class to higher class over an extended time frame.

TABLE 5-1
Bicycle Facilities Projects for inclusion in the
Madera County 2004 Bicycle Transportation Plan

#	Project/Street	Begin	End	Length	Class	Cost (\$)	Year
MADERA COUNTY							
1	Road 222	Recreation Pt.	Wishon Pt.	5.0	I/II	585,000	5
2	Ave. 07	SR 145	SR 99	6.0	II	1,110,000	5
3	Ave. 12	Road 23	Road 24	1.0	II	185,000	5
4	Ave. 17	SR 99	Hill Drive	1.4	II	259,000	5
5	Road 26	Mateo Way	Ave. 18	0.9	II	166,500	5
6	Road 200	Spring Valley School	Ladd Creek	4.5	II	832,500	5
7	Road 200	Ladd Creek	Fine Gold Creek	1.4	II	259,000	5
8	Road 415	SR 41	Jennifer Way	2.2	II	407,000	5
9	Ave. 09	SR 99	SR 41	10.0	II	1,850,000	10
10	Ave. 12	Road 29	BNSF RR	2.5	II	462,500	10
11	Ave. 12	BNSF RR	Road 36	4.5	II	20,700	10
12	Ave. 12	Road 38	SR 41	3.5	II	16,100	10
13	Ave. 15	Road 36	Road 37	1.0	II	185,000	10
14	Ave. 24	SR 99	Road 22	3.8	II	17,480	10
15	Childrens Blvd.	SR 41	Ave. 9	0.5	II	92,500	10
16	Road 26	Ave. 18	Club Drive	1.0	II	185,000	10
17	Road 26	Clark Street	Mateo Way	1.2	II	222,000	10
18	Road 36	Blossom	Ave 15	2.8	II	518,000	10
19	Road 206	County Line	SR 145	2.1	II	388,500	10
20	Ave. 07	Firebaugh Blvd	SR 145	15.9	III	15,900	10
21	Ave. 07	SR 99	Road 35	2.0	III	2,000	10
22	Ave. 07 1/2	San Joaquin River	Firebaugh Blvd	5.9	III	5,900	10
23	Ave. 12	Road 16	Road 23	7.0	III	7,000	10
24	Ave. 12	Road 24	SR 99	4.9	III	4,900	10
25	Ave. 12	Road 36	Road 38	2.0	III	2,000	10
26	Ave. 12	SR 41	San Joaquin River	1.5	III	1,500	10

Madera County 2004 Regional Bicycle Transportation Plan
Madera County Transportation Commission

27	Ave. 13	Road 29	SR 145	2.0	III	2,000	10
28	Ave. 15	Road 37	SR 41	4.5	III	4,500	10
29	Ave. 15	Road 28	Road 36	8.0	III	8,000	10
30	Ave. 17	Road 23	SR 99	1.4	III	1,400	10
31	Ave. 17	Hill Drive	Road 27	1.1	III	1,100	10
32	Ave. 18	Road 23	Golden State	0.5	III	500	10
33	Ave. 18 1/2	Road 09	Road 23	14.0	III	14,000	10
34	Ave. 20 1/2	Road 22	BNSF RR	2.8	III	2,800	10
35	Ave. 21	BNSF RR	Road 600	6.3	III	6,300	10
36	Ave. 26	City Limits	Road 29	12.8	III	12,800	10
37	Chowchilla Blvd	City Limits	Ave. 23	1.6	III	1,600	10
38	Fairmead Blvd	Ave. 24	Ave. 20	5.0	III	5,000	10
39	Firebaugh Blvd	Ave. 7 1/2	Ave. 12	6.5	III	6,500	10
40	Golden State	Ave. 18	Ave. 17	1.3	III	1,300	10
41	Golden State	Ave. 20	Ave. 17	2.0	III	2,000	10
42	Road 09	Ave. 7 1/2	SR 152	15.5	III	15,500	10
43	Road 16	Ave. 12	SR 233	13.7	III	13,700	10
44	Road 22	Ave. 20	Ave. 26	5.5	III	5,500	10
45	Road 23	Ave. 07	Ave. 18 1/2	11.6	III	11,600	10
46	Road 26	Club Drive	Ave. 26	7.0	III	7,000	10
47	Road 28	Ave. 13	SR 145	2.5	III	2,500	10
48	Road 29	Ave. 12	Ave. 13	1.0	III	1,000	10
49	Road 29	Ave. 26	Eastman Lake	7.5	III	7,500	10
50	Road 35	Ave. 07	Ave. 09	3.1	III	3,100	10
51	Road 36	Ave. 09	Ave. 12	3.0	III	3,000	10
52	Road 36	Ave. 15	SR 145	3.0	III	3,000	10
53	Road 200	SR 41	Spring Valley Sch.	2.1	III	2,100	10
54	Road 200	Fine Gold Creek	Road 225	9.2	III	9,200	10
55	Road 222	SR 41	Road 200	16.2	III	16,200	10
56	Road 274	Road 222	Road 225	10.9	III	10,900	10
57	Road 400	SR 145	Road 415	24.2	III	24,200	10
58	Road 415	Raymond	Jennifer Way	10.5	III	10,500	10
59	Road 426	SR 41	Road 223	6.3	III	6,300	10
60	Road 600	Ave. 21	Raymond	12.3	III	12,300	10
61	Road 603	Road 29	Road 400	8.6	III	8,600	10
62	Road 613	Raymond	County Line	5.6	III	5,600	10

SUBTOTAL 343.6 8,050,080

#	Project/Street	Begin	End	Length	Class	Cost (\$)	Year
CITY OF MADERA							
Fresno River Trail Projects							
1	Lake Street Bridge	Under Crossing			I	120,000	5
2	"D" Street Bridge	Under Crossing			I	120,000	5
3	UPRailroad Bridge	Under Crossing			I	150,000	5
4	Gateway Drive Bridge	Under Crossing			I	120,000	5

Madera County 2004 Regional Bicycle Transportation Plan
Madera County Transportation Commission

5	Sharon Ave Access Path	Cleveland Ave.	Riverside Dr.		I	150,000	5
6	Gateway Dr. Access Path	Cleveland Ave.	River Trail		I	80,000	5
7	Various Locations	Security Lighting			I	30,000	5
8	Hwy 99 Bridge	Security Lighting			I	20,000	5
9	Schnoor Street Bridge	Under Crossing			I	240,000	10
10	Granada Ave Bridge	Under Crossing			I	120,000	10
11	Laurel Street Access Path	Sunset Ave.	River Trail		I	175,000	10
12	Fresno River Trail	West Berry	Road 24		I	180,000	10
13	Granada Ave. Access Path	Cleveland Ave.	River Trail		I	150,000	20
14	Almond	Stadium	SR 99	1.0	II	3,500	10
15	Ave. 13	Road 26	Road 26 1/2	0.5	II	1,750	10
16	Cleveland Ave.	Granada	West Berry	0.5	II	1,750	10
17	Sunrise/9th	Gateway	Road 28	1.0	II	3,500	10
18	4th / Pine	Howard	Lake	1.5	III	1,500	10
19	6th Street	"N" Street	Lake	1.5	III	1,500	10
20	"D" Street	Ellis	Sunrise	2.0	III	2,000	10
21	"I" Street	Howard	Riverview	1.0	III	1,000	10
22	"N" Street	Sunset Ave.	Olive	0.5	III	500	10
23	Almond	Road 25	Road 26	1.0	III	1,000	10
24	Ave. 13	Road 25	Road 26	1.0	III	1,000	10
25	Ave. 13	Road 26 1/2	SR 99	1.5	III	1,500	10
26	Ave. 16	Condor	SR 99	1.0	III	1,000	10
27	Central	Gateway	Lake	1.0	III	1,000	10
28	Cleveland	Schnoor	Sharon	1.0	III	1,000	10
29	Clinton	Lake	Tozer	1.0	III	1,000	10
30	Country Club	Cleveland Ave.	Clark Street	0.5	III	500	10
31	Ellis	Sharon	Lake	1.5	III	1,500	10
32	Gateway	Olive	Ave. 16	2.5	III	2,500	10
33	Granada	Ave. 13	Ave. 16	3.0	III	3,000	10
34	Howard	Westberry	Pine	1.5	III	1,500	10
35	Lake	Ellis	Sunrise	2.5	III	2,500	10
36	Lilly	Clinton	Sunrise	0.5	III	500	10
37	Olive	Gateway	Road 28	0.8	III	750	10
38	Pine	Ave. 13	Ave. 14	1.0	III	1,000	10
39	Roosevelt	Sunrise	Olive	0.5	III	500	10
40	Schnoor	Almond	Ave 16	2.5	III	2,500	10
41	Stadium	Howard	Ave. 13	1.0	III	1,000	10
42	Sunset	Granada	4th Street	1.5	III	1,500	10
43	Westberry	Howard	Riverview	1.0	III	1,000	10
	SUBTOTAL			37.3		1,699,750	
#	Project/Street	Begin	End	Length	Class	Cost (\$)	Year
	CITY OF CHOWCHILLA						
1	Ash Slough	Ventura	Chowchilla	0.5	I	100,000	5
2	Ash Slough	Chowchilla	I mile east	1.0	I	200,000	5
3	Ave. 25	Road 16	Airport	0.5	III	500	5
4	Ave. 25	Robertson	City Limits	1.0	III	1,000	5
5	Ave. 25 1/2	Ventura	City Limits	1.0	III	1,000	5

Madera County 2004 Regional Bicycle Transportation Plan
Madera County Transportation Commission

6	Palm Parkway	Truman	Howell	1.5	III	1,000	5
7	N. Chowchilla Blvd.	RR/Row	Ave. 24 1/2	1.0	I	200,000	10
8	5th	Robertson	Ave 25	1.5	II	5,000	10
9	Truman	Palm Pkwy.	11th	1.5	II	45,000	10
10	Ventura	15th	3rd	1.0	II	30,000	10
11	Ave. 26	Fig Tree	Club House	1.0	II	80,000	10
12	Ave. 25	Robertson	City Limits	0.3	II	7,500	10
13	Ave 25 1/2	Ventura	City Limits	0.3	II	7,500	10
14	Palm Parkway	Truman	Robertson	0.5	II	45,000	10
15	Robertson	15th	Chowchilla	1.5	III	1,500	10
SUBTOTAL				14.0		725,000	
TOTAL				394.9		10,474,830	

COUNTY OF MADERA

Compliance with Section 891.2 – California Streets and Highways Code

The following addresses the specific points identified in Section 891.2 of the Streets and Highways Code pertaining to the required elements of the bicycle transportation plan prepared by a city or county and certified by the MCTC as being in compliance with state law and the regional transportation plan.

891.2 A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- (a) *The estimated number of existing bicycle commuters in the plan area and the estimated increase in bicycle commuters resulting from implementation of the plan.*

RESPONSE: Madera County had a 2000 population of 123,109 and is one of the fastest growing counties in California. The unincorporated area of the County of Madera had a 2000 population of 68,775. Exhibit 6-1 displays the population density of Madera County by 2000 Census Block Group.

According to the 2000 Census figures in Table 6-1, there were 165 persons whose primary means of commute was the bicycle in the County of Madera. However, this figure does not include students under the age of sixteen that ride a bicycle to school. A rough estimate of commuters provided by County staff is approximately 450 daily riders. This number should double with the provision of more adequate and identifiable bikeways.

Personal trips in the communities of Oakhurst and the Madera Ranchos for many purposes could be easily accomplished by bicycle. This is especially true for school access and employment in commercial enterprises which are centrally located.

TABLE 6-1
Means of Commute in Madera County - 2000

	MADERA COUNTY	CITY OF MADERA	CITY OF CHOWCHILLA	UNINCORPORATED AREA
Population	123,109	43,370	11,167	68,572
Households	36,155	12,019	2,570	21,566
Household Size	3.41	3.61	4.35	3.18
Vehicles Available	1.85	1.56	1.62	2.04
Workers 16 Years & Over	40,958	13,742	2,587	24,629
Means of Commute				
Drove Alone	29,950	9,367	2,044	18,539

Carpooled	7,418	3,189	378	3,851
Public Transportation	294	209	0	85
Motorcycle	50	25	0	25
Bicycle	165	96	9	60
Walked	985	260	50	675
Other Means	367	251	0	116
Worked at Home	1,729	345	106	1,278

Source: U.S. Bureau of the Census

- (b) *A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.*

RESPONSE: The General Plan land use map of the County of Madera has been prepared and is included as Exhibit 6-2.

- (c) *A map and description of existing and proposed bikeways.*

RESPONSE: A map of the County of Madera superimposing existing and planned bikeways over the existing road network is included as Exhibit 6-3.

Existing bicycle facilities located within the County of Madera are as follows:

Class I

- Eastman Lake Trail

Class II

- Road 36 (Avenue 12 to Blossom Avenue)
- Road 36 ½ (Kensington Avenue to Avenue 13)
- Road 427 (Road 426 to Road 428)

Class III

- Cobb Ranch Blvd. (Avenue 10 to San Joaquin River Parkway)
- Road 26 ½ (Avenue 13 to Maple Street)

- (d) *A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.*

RESPONSE: Bicycle parking racks are available at school sites, shopping centers, and public buildings. There are no current plans to provide additional facilities.

- (e) *A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit*

terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

RESPONSE: The Madera County 2004 Regional Bicycle Transportation Plan recommends that bicycle racks should be located at the proposed new AMTRACK Station and installed on Madera County Connection (MCC) buses. The park-and-ride lots located along SR 41 at Avenue 10, SR 145, and Road 200 are also planned in include bicycle parking facilities. The County of Madera does not currently have any designated transit parking facilities, rail and transit terminals, or ferry vessels.

(f) *A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near parking facilities.*

RESPONSE: There are none.

(g) *A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.*

RESPONSE: There are presently no bicycle safety and educational programs conducted in the County of Madera and therefore no effects from such programs can be reported.

The County of Madera supports the implementation of the following bicycle safety and education programs as recommended in the Madera County 2004 Regional Bicycle Transportation Plan:

Bicycle Safety and Education Recommendations

1. That the Madera County Transportation Commission update and distribute the *Madera County Bikeways pamphlet* that includes route information, bicycle rules, and safety tips.
 - Coordinate with local bike shops to disseminate educational information when a bicycle is purchased or repaired.
 - Distribute bicycle education material at schools, businesses, and community events.
2. Coordinate with the Highway Patrol, Police Department, and school districts to develop a bicycle education program for the elementary schools.
3. Subscribe to publications from national bicycle and pedestrian groups to keep abreast of developments in bicycle and pedestrian planning, education and promotion on a regional, state and national level.
4. Emphasize increased vehicle code enforcement of bicycling in the following areas:
 - Riding without lights at night.
 - Riding on sidewalks.

- Riding against traffic.
 - Failing to stop at traffic signals, or stop signs.
5. Encourage the Department of Motor Vehicles to:
- Emphasize bicycle safety on drivers' license examinations.
 - Include bicycle education information in the DMV Traffic School curriculum.
6. Publicize theft prevention efforts that emphasize the recording of serial numbers, the utilization of secure locks, provision of adequate racks and/or lockers at major activity centers.
- (h) *A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.*

RESPONSE: The Madera County 2004 Regional Bicycle Transportation Plan was developed following a series of four public workshops that were held in the Spring of 2003 to solicit input from residents regarding the policies, standards, and projects to be addressed and included in the plan. The draft regional plan was developed in co-operation with and reviewed by the city and county local agencies staffs.

As a component of the regional plan, the County of Madera Bicycle Plan was prior to approval presented to the County of Madera Planning Commission, Board of Supervisors, and the MCTC Policy Board, all of which were at legally noticed public meetings. The Madera County Transportation Commission held a 30-day review and comment period for the regional plan from September 18, 2003 through October 17, 2003. All comments received during the public workshops, public meetings, and review period are summarized and addressed in the Madera County 2004 Regional Bicycle Transportation Plan.

- (i) *A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.*

RESPONSE: The Madera County 2004 Regional Bicycle Transportation Plan was developed specifically as a component of the 2004 Madera County Regional Transportation Plan (RTP) update. The plan is consistent with the County of Madera General Plan and reflects the outlook of the adjoining jurisdictions as contained in the Fresno County Regional Transportation Plan, Mariposa County Regional Transportation Plan, and the 2003 Merced County Regional Commuter Bicycle Plan.

The regional plan outlines the development of a continuous network of bicycle facilities that will enable bicycling to become a viable mode of transportation in the County of Madera and is consistent with valley wide programs to limit single occupant motor vehicle travel. Specifically, transportation control measures contained in the Regional Transportation Plan and the California State Implementation Plan for Air Quality are supportive of bicycle and pedestrian plans and programs which encourage them.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

RESPONSE: The following Table 6-2 is a prioritized list of proposed County of Madera bicycle facilities projects contained in the regional plan. The projects presented were developed through a coordinated and cooperative process involving the County of Madera and MCTC staff and are consistent with the Regional Transportation Plan.

TABLE 6-2
County of Madera Projects for inclusion in the
Madera County 2004 Bicycle Transportation Plan

#	Project/Street	Begin	End	Length	Class	Cost (\$)	Year
MADERA COUNTY							
1	Road 222	Recreation Pt.	Wishon Pt.	5.0	I/II	585,000	5
2	Ave. 07	SR 145	SR 99	6.0	II	1,110,000	5
3	Ave. 12	Road 23	Road 24	1.0	II	185,000	5
4	Ave. 17	SR 99	Hill Drive	1.4	II	259,000	5
5	Road 26	Mateo Way	Ave. 18	0.9	II	166,500	5
6	Road 200	Spring Valley School	Ladd Creek	4.5	II	832,500	5
7	Road 200	Ladd Creek	Fine Gold Creek	1.4	II	259,000	5
8	Road 415	SR 41	Jennifer Way	2.2	II	407,000	5
9	Ave. 09	SR 99	SR 41	10.0	II	1,850,000	10
10	Ave. 12	Road 29	BNSF RR	2.5	II	462,500	10
11	Ave. 12	BNSF RR	Road 36	4.5	II	20,700	10
12	Ave. 12	Road 38	SR 41	3.5	II	16,100	10
13	Ave. 15	Road 36	Road 37	1.0	II	185,000	10
14	Ave. 24	SR 99	Road 22	3.8	II	17,480	10
15	Childrens Blvd.	SR 41	Ave. 9	0.5	II	92,500	10
16	Road 26	Ave. 18	Club Drive	1.0	II	185,000	10
17	Road 26	Clark Street	Mateo Way	1.2	II	222,000	10
18	Road 36	Blossom	Ave 15	2.8	II	518,000	10
19	Road 206	County Line	SR 145	2.1	II	388,500	10
20	Ave. 07	Firebaugh Blvd	SR 145	15.9	III	15,900	10
21	Ave. 07	SR 99	Road 35	2.0	III	2,000	10
22	Ave. 07 1/2	San Joaquin River	Firebaugh Blvd	5.9	III	5,900	10
23	Ave. 12	Road 16	Road 23	7.0	III	7,000	10
24	Ave. 12	Road 24	SR 99	4.9	III	4,900	10
25	Ave. 12	Road 36	Road 38	2.0	III	2,000	10
26	Ave. 12	SR 41	San Joaquin River	1.5	III	1,500	10
27	Ave. 13	Road 29	SR 145	2.0	III	2,000	10
28	Ave. 15	Road 37	SR 41	4.5	III	4,500	10
29	Ave. 15	Road 28	Road 36	8.0	III	8,000	10
30	Ave. 17	Road 23	SR 99	1.4	III	1,400	10

Madera County 2004 Regional Bicycle Transportation Plan
Madera County Transportation Commission

31	Ave. 17	Hill Drive	Road 27	1.1	III	1,100	10
32	Ave. 18	Road 23	Golden State	0.5	III	500	10
33	Ave. 18 1/2	Road 09	Road 23	14.0	III	14,000	10
34	Ave. 20 1/2	Road 22	BNSF RR	2.8	III	2,800	10
35	Ave. 21	BNSF RR	Road 600	6.3	III	6,300	10
36	Ave. 26	City Limits	Road 29	12.8	III	12,800	10
37	Chowchilla Blvd	City Limits	Ave. 23	1.6	III	1,600	10
38	Fairmead Blvd	Ave. 24	Ave. 20	5.0	III	5,000	10
39	Firebaugh Blvd	Ave. 7 1/2	Ave. 12	6.5	III	6,500	10
40	Golden State	Ave. 18	Ave. 17	1.3	III	1,300	10
41	Golden State	Ave. 20	Ave. 17	2.0	III	2,000	10
42	Road 09	Ave. 7 1/2	SR 152	15.5	III	15,500	10
43	Road 16	Ave. 12	SR 233	13.7	III	13,700	10
44	Road 22	Ave. 20	Ave. 26	5.5	III	5,500	10
45	Road 23	Ave. 07	Ave. 18 1/2	11.6	III	11,600	10
46	Road 26	Club Drive	Ave. 26	7.0	III	7,000	10
47	Road 28	Ave. 13	SR 145	2.5	III	2,500	10
48	Road 29	Ave. 12	Ave. 13	1.0	III	1,000	10
49	Road 29	Ave. 26	Eastman Lake	7.5	III	7,500	10
50	Road 35	Ave. 07	Ave. 09	3.1	III	3,100	10
51	Road 36	Ave. 09	Ave. 12	3.0	III	3,000	10
52	Road 36	Ave. 15	SR 145	3.0	III	3,000	10
53	Road 200	SR 41	Spring Valley Sch.	2.1	III	2,100	10
54	Road 200	Fine Gold Creek	Road 225	9.2	III	9,200	10
55	Road 222	SR 41	Road 200	16.2	III	16,200	10
56	Road 274	Road 222	Road 225	10.9	III	10,900	10
57	Road 400	SR 145	Road 415	24.2	III	24,200	10
58	Road 415	Raymond	Jennifer Way	10.5	III	10,500	10
59	Road 426	SR 41	Road 223	6.3	III	6,300	10
60	Road 600	Ave. 21	Raymond	12.3	III	12,300	10
61	Road 603	Road 29	Road 400	8.6	III	8,600	10
62	Road 613	Raymond	County Line	5.6	III	5,600	10
Total				343.6		8,050,080	

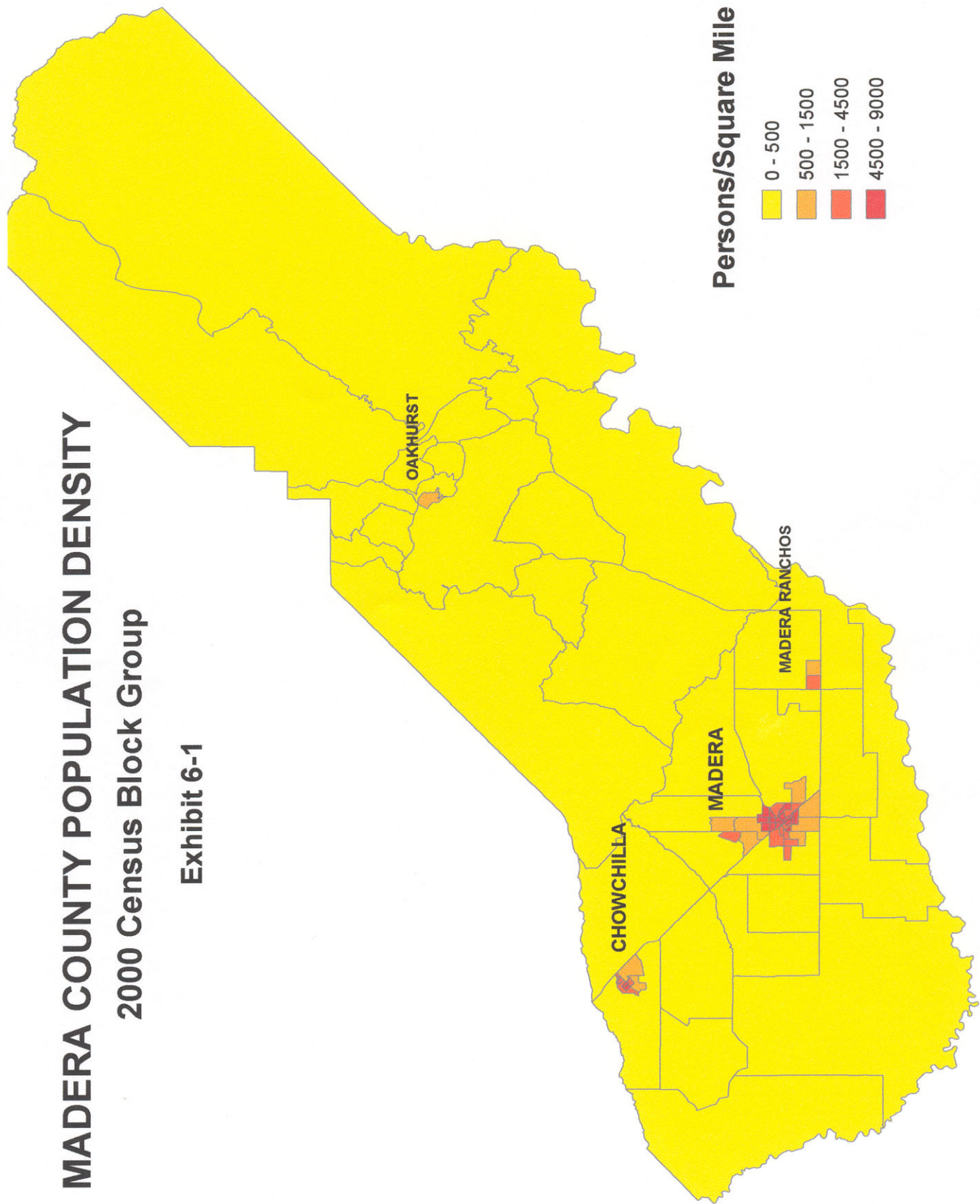
(k) *A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.*

RESPONSE: The County of Madera has completed Class II projects on at Road 36 ½ from Kensington Avenue to Avenue 13 and at Road 427 from Road 426 to Road 428. The County has not implemented other planned bicycle facilities due to the need to allocate limited available funds primarily for streets and roads improvements. This deferment of bicycle projects has translated to limited basic system of bicycle commuter facilities in the community that promote safety and convenience of travel. The County would substantially benefit from supplemental financial support to implement worthy bicycle facility improvements.

MADERA COUNTY POPULATION DENSITY

2000 Census Block Group

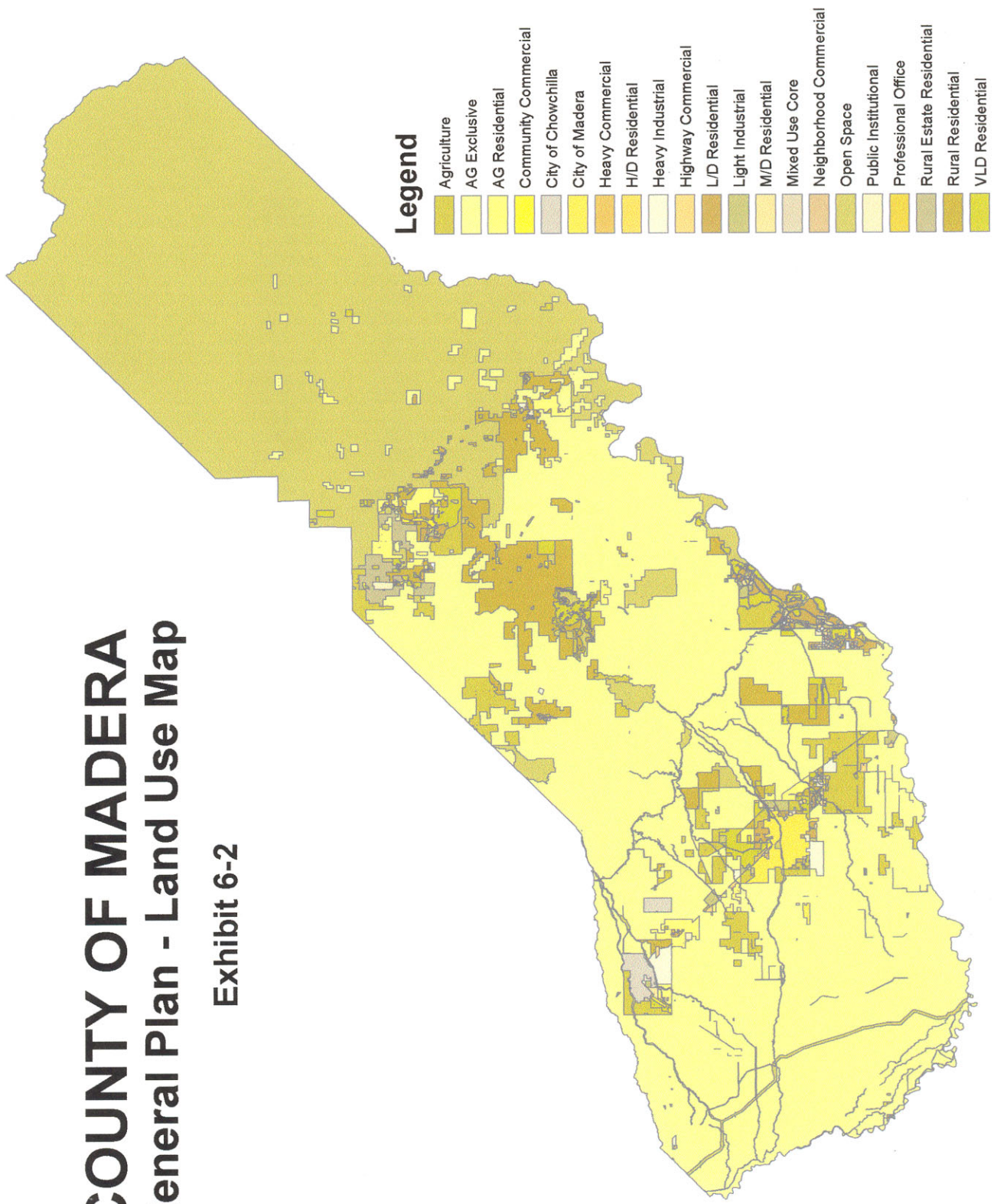
Exhibit 6-1



COUNTY OF MADERA

General Plan - Land Use Map

Exhibit 6-2

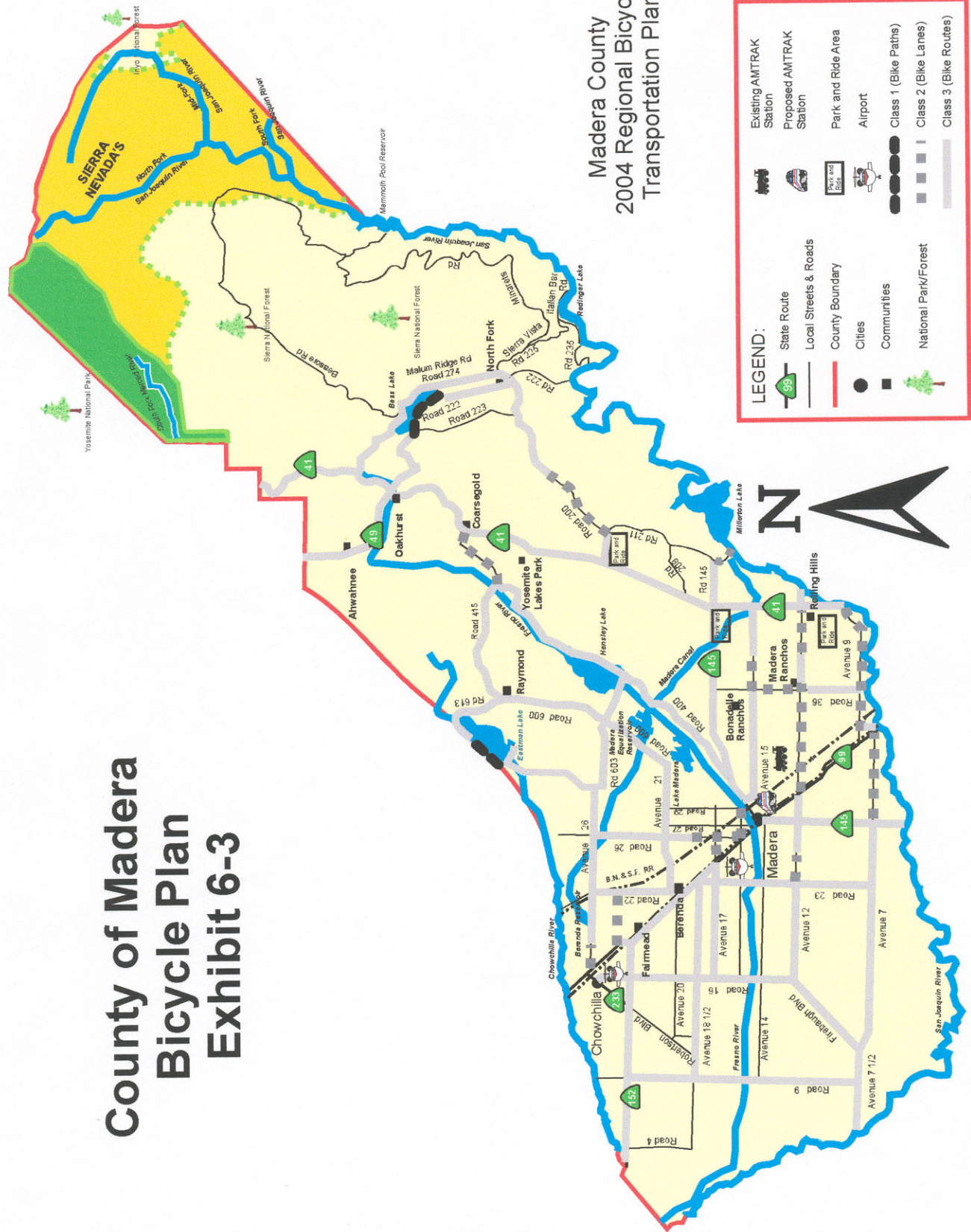


Legend

- Agriculture
- AG Exclusive
- AG Residential
- Community Commercial
- City of Chowchilla
- City of Madera
- Heavy Commercial
- H/D Residential
- Heavy Industrial
- Highway Commercial
- L/D Residential
- Light Industrial
- M/D Residential
- Mixed Use Core
- Neighborhood Commercial
- Open Space
- Public Institutional
- Professional Office
- Rural Estate Residential
- Rural Residential
- VLD Residential

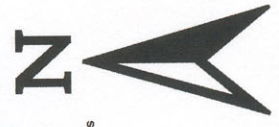
County of Madera Bicycle Plan Exhibit 6-3

Madera County 2004 Regional Bicycle Transportation Plan



LEGEND:

- Existing AMTRAK Station
- Proposed AMTRAK Station
- Park and Ride Area
- Airport
- Class 1 (Bike Paths)
- Class 2 (Bike Lanes)
- Class 3 (Bike Routes)
- State Route
- Local Streets & Roads
- County Boundary
- Cities
- Communities
- National Park/Forest



Not to Scale

Resolution Adopting the County of Madera 2004 Bicycle Plan

CITY OF MADERA

Compliance with Section 891.2 – California Streets and Highways Code

The following addresses the specific points identified in Section 891.2 of the Streets and Highways Code pertaining to the required elements of the bicycle transportation plan prepared by a city or county and certified by the MCTC as being in compliance with state law and the regional transportation plan.

891.3 *A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:*

- (a) *The estimated number of existing bicycle commuters in the plan area and the estimated increase in bicycle commuters resulting from implementation of the plan.*

RESPONSE: Madera is a small community with a 2000 population of 43,207. The built up area covers slightly more than 14 square miles. Exhibit 7-1 displays the population density of the City of Madera by 2000 Census Block Group. Personal trips for most purposes are generally short and could be easily accomplished by bicycle. This is especially true for school access and for employment in commercial enterprises which are centrally located.

According to the 2000 Census figures in Table 7-1, there were 96 persons whose primary means of commute was the bicycle in the City of Madera. However, this figure does not include students under the age of sixteen that ride a bicycle to school. A rough estimate of commuters provided by City staff is approximately 300 daily riders. This number should double with the provision of more adequate and identifiable bikeways.

TABLE 7-1
Means of Commute in Madera County - 2000

	MADERA COUNTY	CITY OF MADERA	CITY OF CHOWCHILLA	UNINCORPORATED AREA
Population	123,109	43,370	11,167	68,572
Households	36,155	12,019	2,570	21,566
Household Size	3.41	3.61	4.35	3.18
Vehicles Available	1.85	1.56	1.62	2.04
Workers 16 Years & Over	40,958	13,742	2,587	24,629
Means of Commute				
Drove Alone	29,950	9,367	2,044	18,539
Carpooled	7,418	3,189	378	3,851
Public Transportation	294	209	0	85

Motorcycle	50	25	0	25
Bicycle	165	96	9	60
Walked	985	260	50	675
Other Means	367	251	0	116
Worked at Home	1,729	345	106	1,278

Source: U.S. Bureau of the Census

- (b) *A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.*

RESPONSE: The General Plan land use map of the City of Madera has been prepared and is included as Exhibit 7-2.

- (c) *A map and description of existing and proposed bikeways.*

RESPONSE: A map of the City of Madera superimposing existing and planned bikeways over the existing street network is included as Exhibit 7-3.

Existing bicycle facilities located within the City of Madera are as follows:

Class I

- Fresno River Trail (Granada Drive to Tulare Street)

Class II

- Cleveland Avenue (Granada Drive to Schnoor Avenue)
- Cleveland Avenue (Sharon Avenue to Tozer Street)
- Sunset Avenue (Westberry to Granada)

Class III

- Lake Street (Cleveland Avenue to Ellis Street)
- Stadium Road (Maple Street to Avenue 13)
- Sunset (Granada Drive to 4th Street)

- (d) *A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.*

RESPONSE: Bicycle parking racks are available at school sites, shopping centers, and public buildings. There are no current plans to provide additional facilities.

- (e) *A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit*

terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

RESPONSE: The Madera County 2004 Regional Bicycle Transportation Plan recommends that bicycle racks should be located at the Madera Intermodal Transportation Center and installed on Madera Area Express (MAX) buses. The City of Madera does not currently have any designated transit parking facilities, rail and transit terminals, ferrys, or designated park and ride lots.

(f) *A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near parking facilities.*

RESPONSE: There are none.

(g) *A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.*

RESPONSE: There are presently no bicycle safety and educational programs conducted in the City of Madera and therefore no effects from such programs can be reported.

The City of Madera supports the implementation of the following bicycle safety and education programs as recommended in the Madera County 2004 Regional Bicycle Transportation Plan:

Bicycle Safety and Education Recommendations

1. That the Madera County Transportation Commission update and distribute the *Madera County Bikeways pamphlet* that includes route information, bicycle rules, and safety tips.
 - Coordinate with local bike shops to disseminate educational information when a bicycle is purchased or repaired.
 - Distribute bicycle education material at schools, businesses, and community events.
2. Coordinate with the Highway Patrol, Police Department, and school districts to develop a bicycle education program for the elementary schools.
3. Subscribe to publications from national bicycle and pedestrian groups to keep abreast of developments in bicycle and pedestrian planning, education and promotion on a regional, state and national level.
4. Emphasize increased vehicle code enforcement of bicycling in the following areas:
 - Riding without lights at night.
 - Riding on sidewalks.
 - Riding against traffic.

- Failing to stop at traffic signals, or stop signs.
5. Encourage the Department of Motor Vehicles to:
 - Emphasize bicycle safety on drivers' license examinations.
 - Include bicycle education information in the DMV Traffic School curriculum.
 6. Publicize theft prevention efforts that emphasize the recording of serial numbers, the utilization of secure locks, provision of adequate racks and/or lockers at major activity centers.
- (h) *A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.*

RESPONSE: The Madera County 2004 Regional Bicycle Transportation Plan was developed following a series of four public workshops that were held in the Spring of 2003 to solicit input from residents regarding the policies, standards, and projects to be addressed and included in the plan. The draft regional plan was developed in co-operation with and reviewed by the city and county local agencies staffs.

As a component of the regional plan, the City of Madera Bicycle Plan was prior to approval presented to the City of Madera Planning Commission, City Council, and the MCTC Policy Board, all of which were at legally noticed public meetings. The Madera County Transportation Commission held a 30-day review and comment period for the regional plan from September 18, 2003 through October 17, 2003. All comments received during the public workshops, public meetings, and review period are summarized and addressed in the Madera County 2004 Regional Bicycle Transportation Plan.

- (i) *A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.*

RESPONSE: The Madera County 2004 Regional Bicycle Transportation Plan was developed specifically as a component of the 2004 Madera County Regional Transportation Plan (RTP) update. The plan is consistent with the City of Madera General Plan and reflects the outlook of the adjoining jurisdictions as contained in the Fresno County Regional Transportation Plan, Mariposa County Regional Transportation Plan, and the 2003 Merced County Regional Commuter Bicycle Plan.

The regional plan outlines the development of a continuous network of bicycle facilities that will enable bicycling to become a viable mode of transportation in the City of Madera and is consistent with valley wide programs to limit single occupant motor vehicle travel. Specifically, transportation control measures contained in the Regional Transportation Plan and the California State Implementation Plan for Air Quality are supportive of bicycle and pedestrian plans and programs which encourage them.

- (j) *A description of the projects proposed in the plan and a listing of their priorities for implementation.*

RESPONSE: The following Table 7-2 is a prioritized list of proposed City of Madera bicycle facilities projects contained in the regional plan. The projects presented were developed through a coordinated and cooperative process involving the City of Madera and MCTC staff and are consistent with the Regional Transportation Plan.

TABLE 7-2
City of Madera Projects for inclusion in the
Madera County 2004 Regional Bicycle Transportation Plan

#	Project/Street	Description	Begin	End	Length	Class	Cost (\$)	Year
Fresno River Trail Projects								
1	Lake Street Bridge	Fresno River Trail Bridge Under Crossings				I	120,000	5
2	"D" Street Bridge	Fresno River Trail Bridge Under Crossings				I	120,000	5
3	Union Pacific Railroad Bridge	Fresno River Trail Bridge Under Crossings				I	150,000	5
4	Gateway Drive Bridge	Fresno River Trail Bridge Under Crossings				I	120,000	5
5	Sharon Ave	Fresno River Trail Access Paths	Cleveland Ave.	Riverside Dr.		I	150,000	5
6	Gateway Dr.	Fresno River Trail Access Paths	Cleveland Ave.	River Trail		I	80,000	5
7	Various Locations	Security Lighting at Access Pts & Bridge Crossings				I	30,000	5
8	Hwy 99 Bridge Undercrossing	Security Lighting at Access Pts & Bridge Crossings				I	20,000	5
9	Schnoor Street Bridge	Fresno River Trail Bridge Under Crossings				I	240,000	10
10	Granada Ave Bridge	Fresno River Trail Bridge Under Crossings				I	120,000	10
11	Laurel Street	Fresno River Trail Access Paths	Sunset Ave.	River Trail		I	175,000	10
12	Fresno River Trail	West to Road 24	West Berry	Road 24		I	180,000	10
13	Granada Ave.	Fresno River Trail Access Paths	Cleveland Ave.	River Trail		I	150,000	20
14	Almond	Striping and Signage	Stadium	SR 99	1.00	II	3,500	10
15	Ave. 13	Striping and Signage	Road 26	Road 26 1/2	0.50	II	1,750	10
16	Cleveland Ave.	Striping and Signage	Granada	West Berry	0.50	II	1,750	10
17	Sunrise/9th	Striping and Signage	Gateway	Road 28	1.00	II	3,500	10
18	4th / Pine	Signage	Howard	Lake	1.50	III	1,500	10
19	6th Street	Signage	"N" Street	Lake	1.50	III	1,500	10
20	"D" Street	Signage	Ellis	Sunrise	2.00	III	2,000	10
21	"I" Street	Signage	Howard	Riverview	1.00	III	1,000	10
22	"N" Street	Signage	Sunset Ave.	Olive	0.50	III	500	10
23	Almond	Signage	Road 25	Road 26	1.00	III	1,000	10
24	Ave. 13	Signage	Road 25	Road 26	1.00	III	1,000	10
25	Ave. 13	Signage	Road 26 1/2	SR 99	1.50	III	1,500	10
26	Ave. 16	Signage	Condor	SR 99	1.00	III	1,000	10
42	Central	Signage	Gateway	Lake	1.00	III	1,000	10
28	Cleveland	Signage	Schnoor	Sharon	1.00	III	1,000	10
29	Clinton	Signage	Lake	Tozer	1.00	III	1,000	10
30	Country Club	Signage	Cleveland Ave.	Clark Street	0.50	III	500	10
31	Ellis	Signage	Sharon	Lake	1.50	III	1,500	10
32	Gateway	Signage	Olive	Ave. 16	2.50	III	2,500	10
33	Granada	Signage	Ave. 13	Ave. 16	3.00	III	3,000	10
34	Howard	Signage	Westberry	Pine	1.50	III	1,500	10

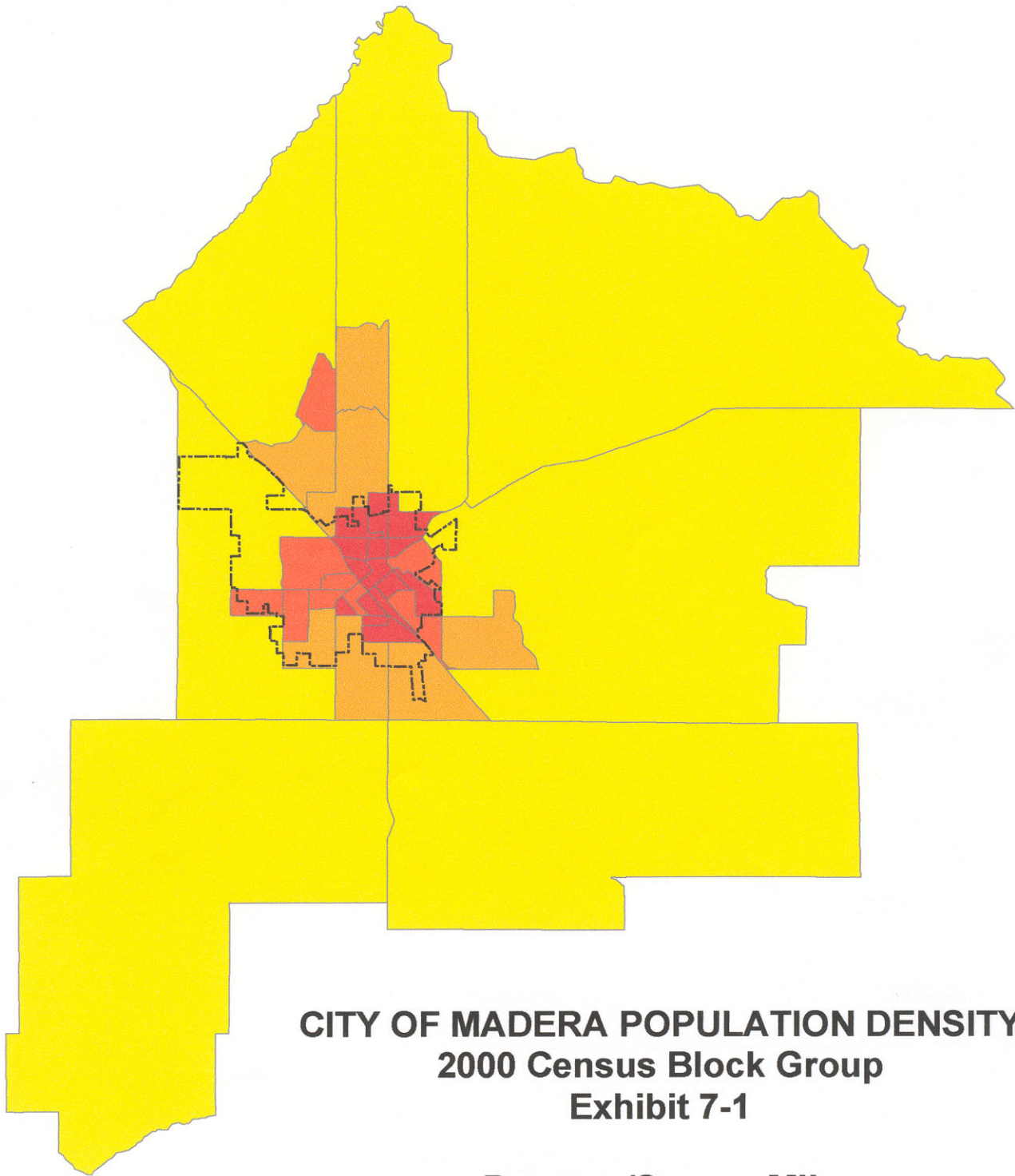
Madera County 2004 Regional Bicycle Transportation Plan
Madera County Transportation Commission

35	Lake	Signage	Ellis	Sunrise	2.50	III	2,500	10
36	Lilly	Signage	Clinton	Sunrise	0.50	III	500	10
37	Olive	Signage	Gateway	Road 28	0.75	III	750	10
38	Pine	Signage	Ave. 13	Ave. 14	1.00	III	1,000	10
39	Roosevelt	Signage	Sunrise	Olive	0.50	III	500	10
40	Schnoor	Signage	Almond	Ave 16	2.50	III	2,500	10
41	Stadium	Signage	Howard	Ave. 13	1.00	III	1,000	10
42	Sunset	Signage	Granada	4th Street	1.50	III	1,500	10
43	Westberry	Signage	Howard	Riverview	1.00	III	1,000	10

Total 37.25 1,699,750

(k) *A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.*

RESPONSE: The City of Madera has completed the Class I Fresno River Trail segments from Granada Drive to Tulare Street, however significant projects remain to improve the accessibility and continuity of the trail. The city is scheduled to complete the reconstruction of Cleveland Avenue from Sharon Avenue to Tozer Street in the Fall of 2003 that includes a Class II bicycle facility. The City has not implemented other planned bicycle facilities due to the need to allocate limited available funds primarily for streets and roads improvements. This deferment of bicycle projects has translated to a limited basic system of bicycle commuter facilities in the community that promote safety and convenience of travel. The City would substantially benefit from supplemental financial support to implement worthy bicycle facility improvements.

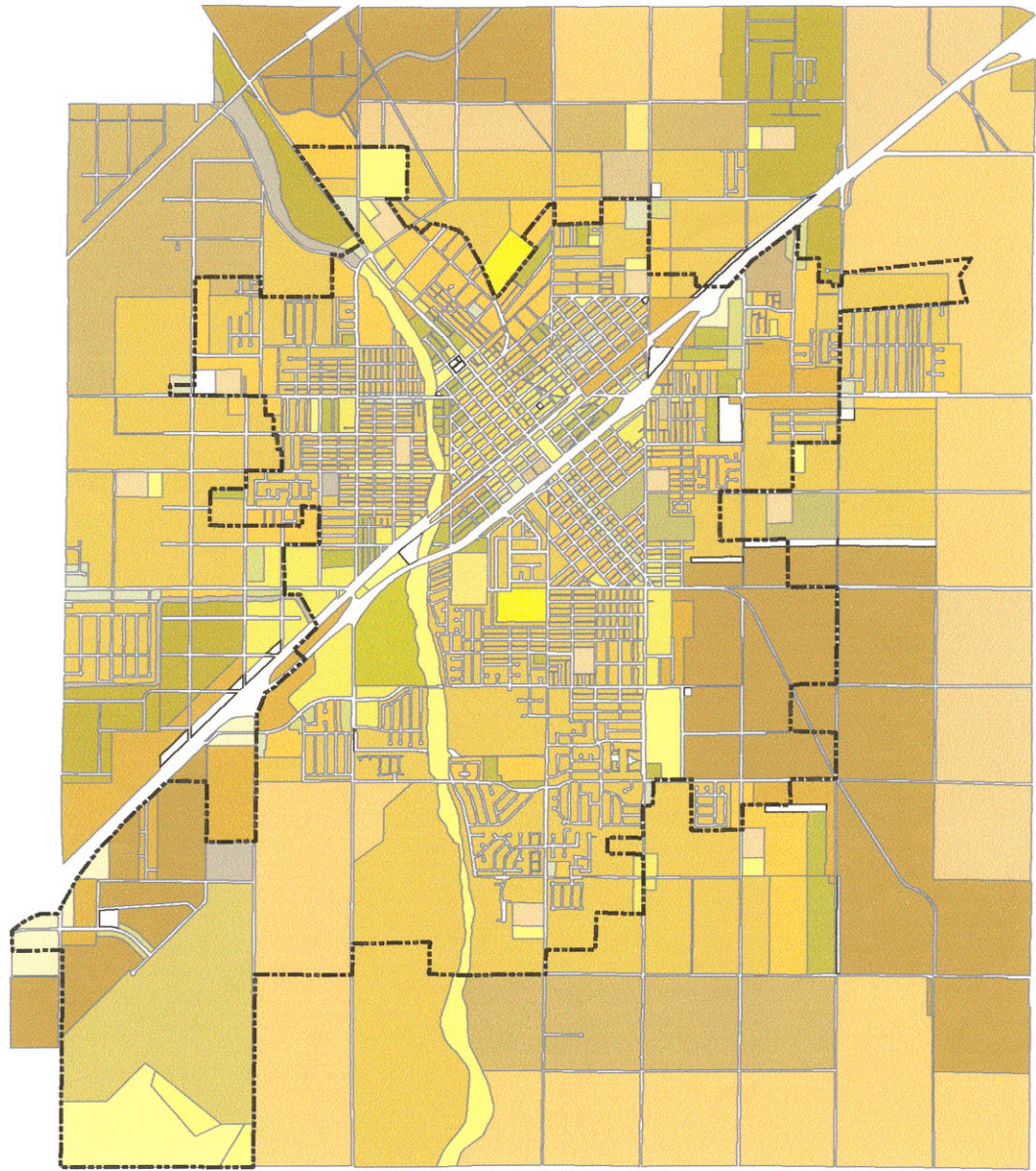


**CITY OF MADERA POPULATION DENSITY
2000 Census Block Group
Exhibit 7-1**

Persons/Square Mile

- 0 - 500
- 500 - 1500
- 1500 - 4500
- 4500 - 9000
- city limits

CITY OF MADERA General Plan - Land Use Map Exhibit 7-2



Legend

- Commercial
- Commercial - Mixed Use
- Community Commercial
- Cemetery
- County Offices
- Elementary Schools
- Fair Grounds
- Golf Course
- Highway Commercial
- HC Reserve
- H/D Residential
- Hospital
- High Schools
- Industrial
- I Reserve
- Junior High Schools
- L/D Residential
- LD Reserve
- Madera Airport
- M/D Residential
- Neighborhood Commercial
- Professional Office
- Park and Recreation Areas
- Resource Conservation
- RC Agriculture
- Service Commercial
- VLD Residential
- city limits

City of Madera Bicycle Plan Exhibit 7-3



Madera County
2004 Regional Bicycle
Transportation Plan



Not to Scale

LEGEND:

State Route	Class 1 (Bike Paths)
Local Streets & Roads	Class 2 (Bike Lanes)
City Boundary	Class 3 (Bike Routes)

Resolution Adopting the City of Madera 2004 Bicycle Plan

CITY OF CHOWCHILLA

Compliance with Section 891.2 – California Streets and Highways Code

The following addresses the specific points identified in Section 891.2 of the Streets and Highways Code pertaining to the required elements of the bicycle transportation plan prepared by a city or county and certified by the MCTC as being in compliance with state law and the regional transportation plan.

891.4 *A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:*

- (a) *The estimated number of existing bicycle commuters in the plan area and the estimated increase in bicycle commuters resulting from implementation of the plan.*

RESPONSE: Chowchilla is a small community with a 2000 population of 11,127, however this figure includes the California State Correctional Facility for Women. The Department of Finance (DOF) estimates the 2003 population at 7,869 persons. The built up area covers slightly more than one square mile. Exhibit 8-1 displays the population density of the City of Chowchilla by 2000 Census Block Group. Personal trips for most purposes are generally short and could be easily accomplished by bicycle. This is especially true for school access and for employment in commercial enterprises which are centrally located.

According to the 2000 Census figures in Table 8-1, there were 9 persons whose primary means of commute was the bicycle in the City of Chowchilla. However, this figure does not include students under the age of sixteen that ride a bicycle to school. A rough estimate of commuters provided by City staff is approximately 100 daily riders. This number should double with the provision of more adequate and identifiable bikeways.

TABLE 8-1
Means of Commute in Madera County - 2000

	MADERA COUNTY	CITY OF MADERA	CITY OF CHOWCHILLA	UNINCORPORATED AREA
Population	123,109	43,370	11,167	68,572
Households	36,155	12,019	2,570	21,566
Household Size	3.41	3.61	4.35	3.18
Vehicles Available	1.85	1.56	1.62	2.04
Workers 16 Years & Over	40,958	13,742	2,587	24,629
Means of Commute				
Drove Alone	29,950	9,367	2,044	18,539

Carpooled	7,418	3,189	378	3,851
Public Transportation	294	209	0	85
Motorcycle	50	25	0	25
Bicycle	165	96	9	60
Walked	985	260	50	675
Other Means	367	251	0	116
Worked at Home	1,729	345	106	1,278

Source: U.S. Bureau of the Census

- (b) *A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.*

RESPONSE: The General Plan land use map of the City of Chowchilla has been prepared and is included as Exhibit 8-2.

- (c) *A map and description of existing and proposed bikeways.*

RESPONSE: A map of the City of Chowchilla superimposing existing and planned bikeways over the existing street network is included as Exhibit 8-3.

Existing bicycle facilities located within the City of Chowchilla are as follows:

Class I

- None

Class II

- Greenhills Boulevard (Avenue 26)
- Kings Avenue (3rd Street to 15th Street)
- Trinity Avenue (3rd Street to 11th Street)

Class III

- 3rd Street
- 5th Street (Ventura Avenue to Robertson Avenue)
- 11th Street
- 15th Street (Ventura Avenue to Robertson Avenue)
- Alameda Avenue
- Robertson Avenue

- (d) *A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.*

RESPONSE: Bicycle parking racks are available at school sites, shopping centers, and public buildings. There are no current plans to provide additional facilities.

- (e) *A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.*

RESPONSE: The City of Chowchilla does not have any designated transit stops or parking facilities, rail and transit terminals, ferries, or designated park and ride lots.

- (f) *A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near parking facilities.*

RESPONSE: There are none.

- (g) *A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.*

RESPONSE: There are presently no bicycle safety and educational programs conducted in the City of Chowchilla and therefore no effects from such programs can be reported.

The City of Chowchilla supports the implementation of the following bicycle safety and education programs as recommended in the Madera County 2004 Regional Bicycle Transportation Plan:

Bicycle Safety and Education Recommendations

1. That the Madera County Transportation Commission update and distribute the *Madera County Bikeways pamphlet* that includes route information, bicycle rules, and safety tips.
 - Coordinate with local bike shops to disseminate educational information when a bicycle is purchased or repaired.
 - Distribute bicycle education material at schools, businesses, and community events.
2. Coordinate with the Highway Patrol, Police Department, and school districts to develop a bicycle education program for the elementary schools.
3. Subscribe to publications from national bicycle and pedestrian groups to keep abreast of developments in bicycle and pedestrian planning, education and promotion on a regional, state and national level.
4. Emphasize increased vehicle code enforcement of bicycling in the following areas:

- Riding without lights at night.
 - Riding on sidewalks.
 - Riding against traffic.
 - Failing to stop at traffic signals, or stop signs.
5. Encourage the Department of Motor Vehicles to:
- Emphasize bicycle safety on drivers' license examinations.
 - Include bicycle education information in the DMV Traffic School curriculum.
6. Publicize theft prevention efforts that emphasize the recording of serial numbers, the utilization of secure locks, provision of adequate racks and/or lockers at major activity centers.
- (h) *A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.*

RESPONSE: The Madera County 2004 Regional Bicycle Transportation Plan was developed following a series of four public workshops that were held in the Spring of 2003 to solicit input from residents regarding the policies, standards, and projects to be addressed and included in the plan. The draft regional plan was developed in co-operation with and reviewed by the city and county local agencies staffs.

As a component of the regional plan, the City of Chowchilla Bicycle Plan was prior to approval presented to the City of Chowchilla Planning Commission, City Council, and the MCTC Policy Board, all of which were at legally noticed public meetings. The Madera County Transportation Commission held a 30-day review and comment period for the regional plan from September 18, 2003 through October 17, 2003. All comments received during the public workshops, public meetings, and review period are summarized and addressed in the Madera County 2004 Regional Bicycle Transportation Plan.

- (i) *A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.*

RESPONSE: The Madera County 2004 Regional Bicycle Transportation Plan was developed specifically as a component of the 2004 Madera County Regional Transportation Plan (RTP) update. The plan is consistent with the City of Chowchilla General Plan and reflects the outlook of the adjoining jurisdictions as contained in the Fresno County Regional Transportation Plan, Mariposa County Regional Transportation Plan, and the 2003 Merced County Regional Commuter Bicycle Plan.

The regional plan outlines the development and enhancement of the existing bicycle facilities network that will strengthen bicycling as a viable mode of transportation in the City of Chowchilla. The plan is consistent with valley wide programs to limit single occupant motor vehicle travel. Specifically, transportation control measures contained in the Regional Transportation Plan and the California State Implementation Plan for Air Quality are supportive of bicycle and pedestrian plans and programs which encourage them.

(j) *A description of the projects proposed in the plan and a listing of their priorities for implementation.*

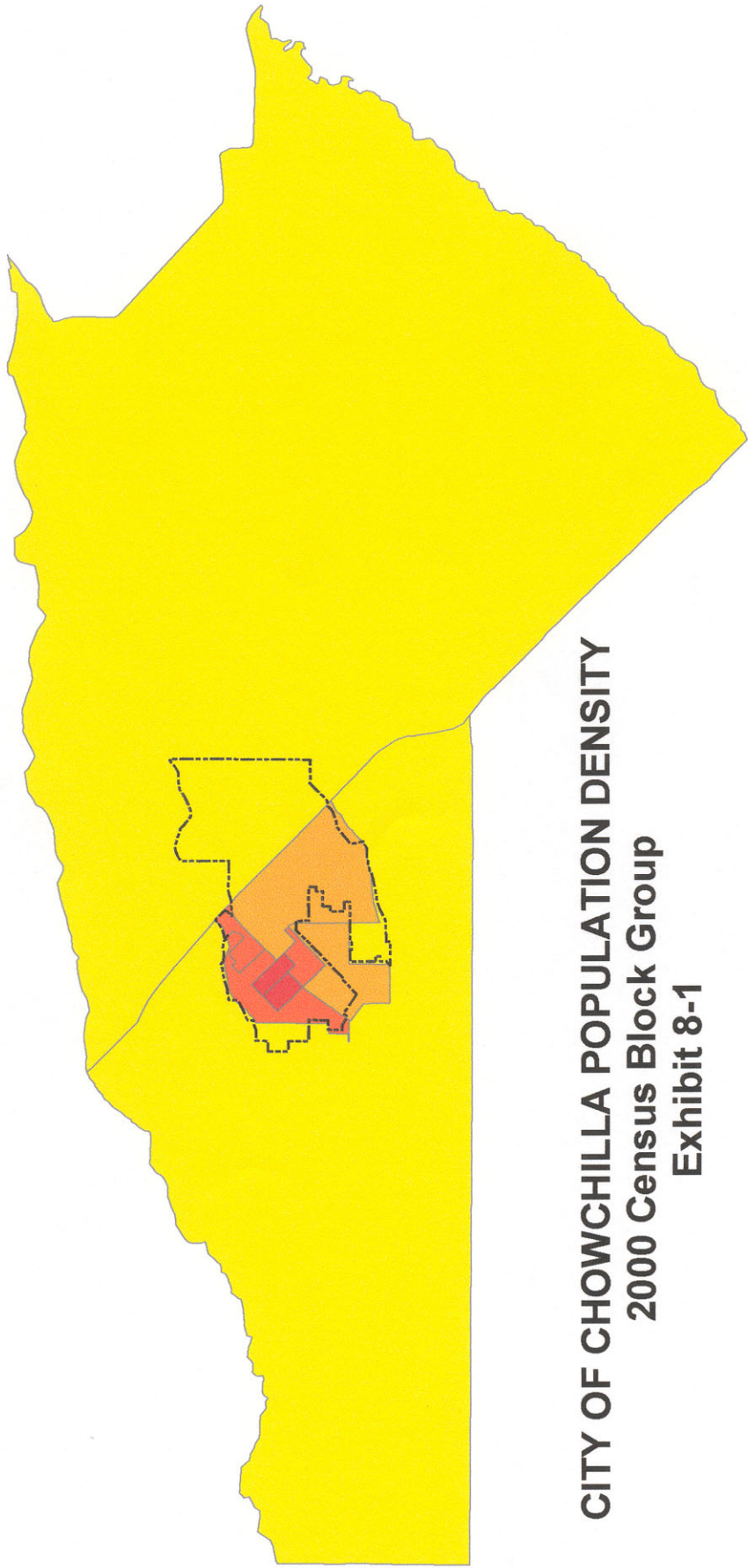
RESPONSE: The following Table 8-2 is a prioritized list of proposed City of Chowchilla bicycle facilities projects contained in the regional plan. The projects presented were developed through a coordinated and cooperative process involving the City of Chowchilla and MCTC staff and are consistent with the Regional Transportation Plan.

TABLE 8-2
City of Chowchilla Projects for inclusion in the
Madera County 2004 Regional Bicycle Transportation Plan

#	Project/Street	Begin	End	Length	Class	Cost (\$)	Year
1	Ash Slough	Ventura	Chowchilla	0.50	I	100,000	5
2	Ash Slough	Chowchilla	I mile east	1.00	I	200,000	5
3	Ave. 25	Road 16	Airport	0.50	III	500	5
4	Ave. 25	Robertson	City Limits	1.00	III	1,000	5
5	Ave. 25 1/2	Ventura	City Limits	1.00	III	1,000	5
6	Palm Parkway	Truman	Howell	1.50	III	1,000	5
7	N. Chowchilla Blvd.	RR/Row	Ave. 24 1/2	1.00	I	200,000	10
8	5th	Robertson	Ave 25	1.50	II	5,000	10
9	Truman	Palm Pkwy.	11th	1.50	II	45,000	10
10	Ventura	15th	3rd	1.00	II	30,000	10
11	Ave. 26	Fig Tree	Club House	1.00	II	80,000	10
12	Ave. 25	Robertson	City Limits	0.25	II	7,500	10
13	Ave 25 1/2	Ventura	City Limits	0.25	II	7,500	10
14	Palm Parkway	Truman	Robertson	0.50	II	45,000	10
15	Robertson	15th	Chowchilla	1.50	III	1,500	10
Total				14		725,000	

(k) *A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.*

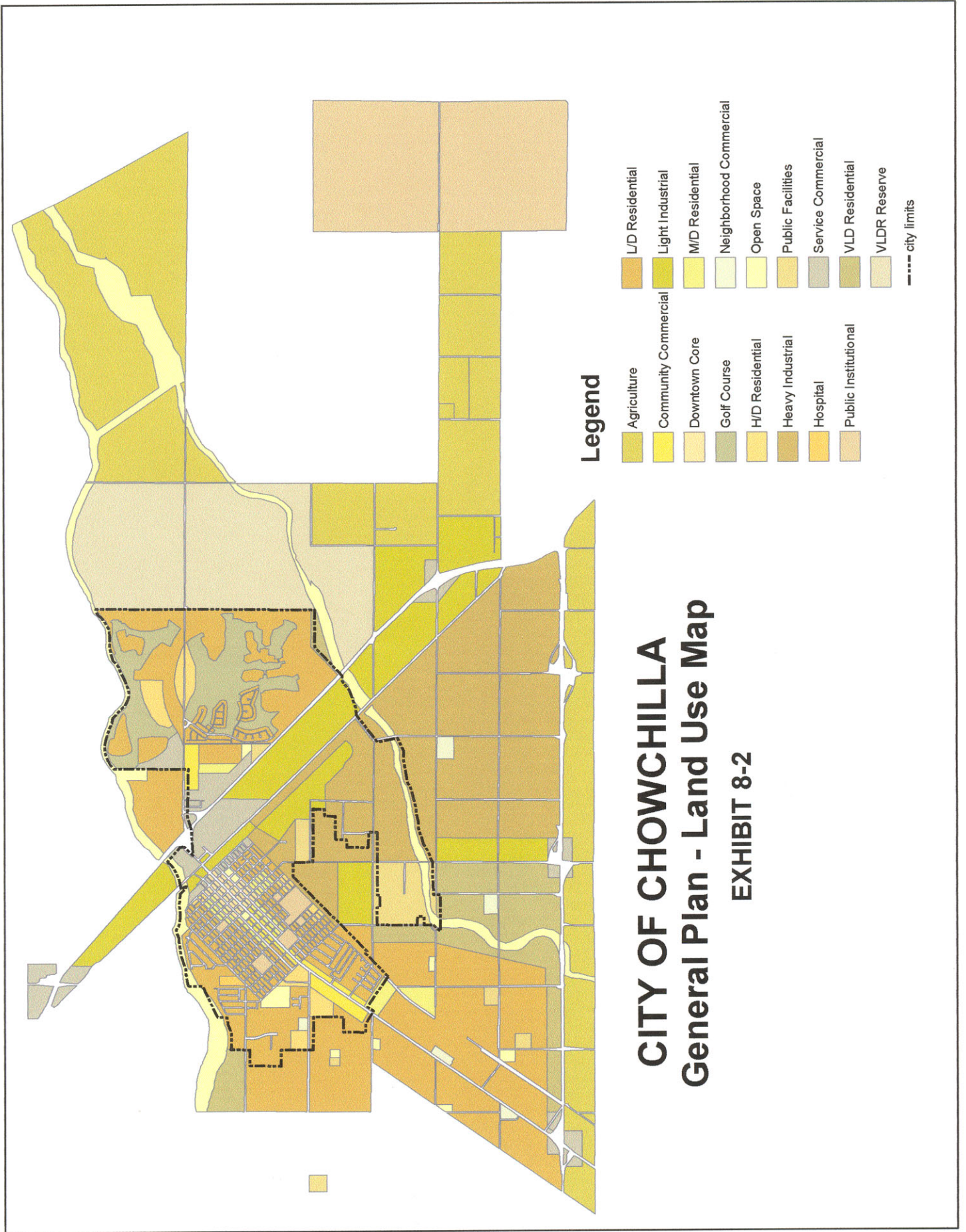
RESPONSE: The City of Chowchilla has completed Class II projects on Kings Avenue, Trinity Avenue, and Greenhills Boulevard. Class III projects on several other city streets have been completed. The City has not implemented other planned bicycle facilities due to the need to allocate limited available funds primarily for streets and roads improvements. Specifically, the planned Class I trails along the Ash Slough and the RR corridor along Chowchilla Boulevard. The City would substantially benefit from supplemental financial support to implement worthy bicycle facility improvements.



**CITY OF CHOWCHILLA POPULATION DENSITY
2000 Census Block Group
Exhibit 8-1**

Persons/Square Mile

- 0 - 500
- 500 - 1500
- 1500 - 4500
- 4500 - 9000
- city limits



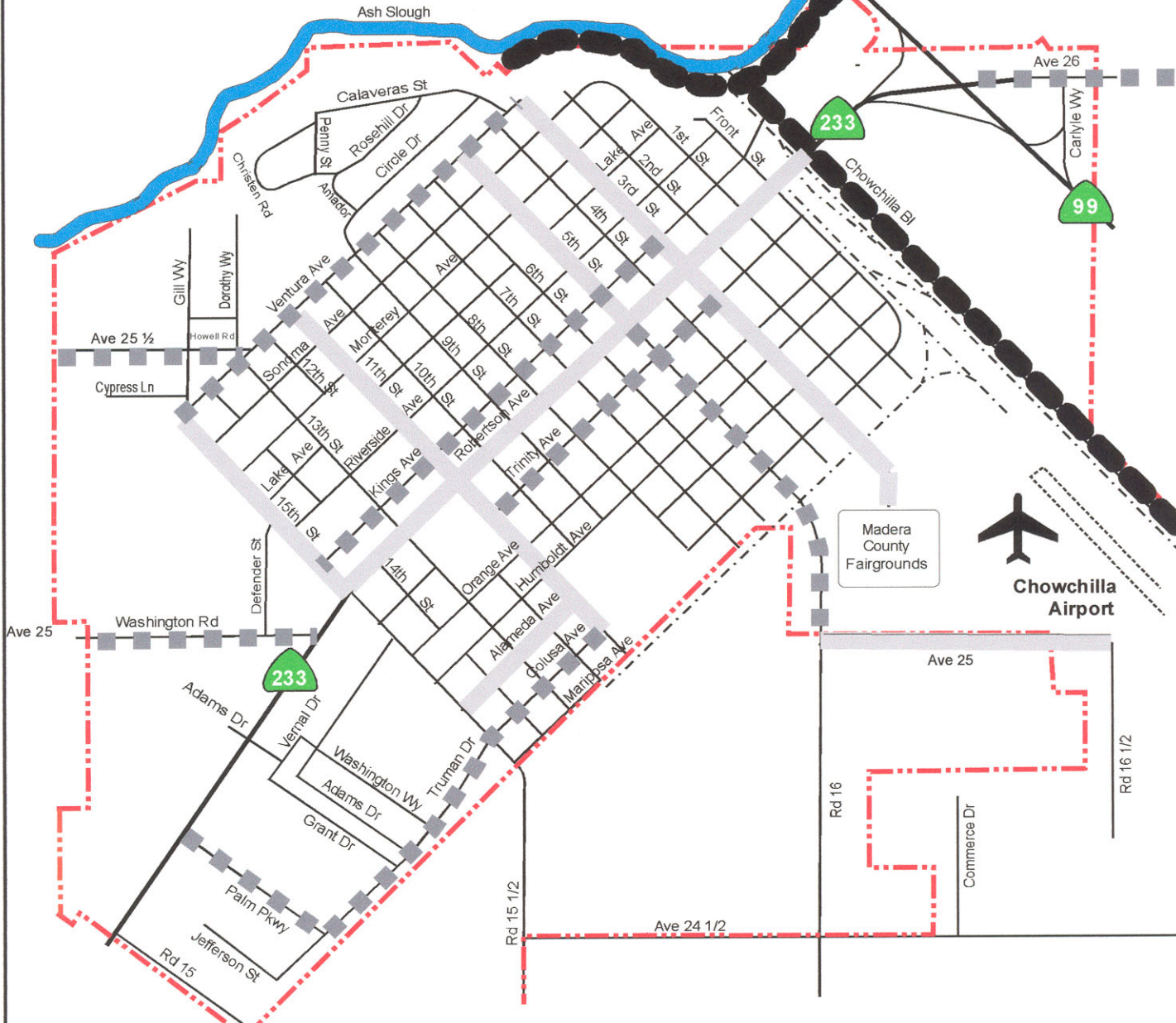
Legend

- Agriculture
- Community Commercial
- Downtown Core
- Golf Course
- H/D Residential
- Heavy Industrial
- Hospital
- Public Institutional
- L/D Residential
- Light Industrial
- M/D Residential
- Neighborhood Commercial
- Open Space
- Public Facilities
- Service Commercial
- VLD Residential
- VLDR Reserve
- city limits

CITY OF CHOWCHILLA
General Plan - Land Use Map
EXHIBIT 8-2

City of Chowchilla Bicycle Plan

Exhibit 8-3



Madera County
2004 Regional Bicycle
Transportation Plan



LEGEND:

- State Route
- Local Streets & Roads
- City Boundary
- Class 1 (Bike Paths)
- Class 2 (Bike Lanes)
- Class 3 (Bike Routes)

Resolution Adopting the City of Chowchilla 2004 Bicycle Plan

PUBLIC PARTICIPATION

The Madera County 2004 Regional Bicycle Transportation Plan was developed following a series of four public workshops that were held in the Spring of 2003 to solicit input from residents regarding the policies, standards, and projects to be addressed and included in the plan. The public workshops were announced through a public notice published in the Madera Tribune, Chowchilla News, and Sierra Star newspapers. Flyers were distributed to local schools, libraries, shopping centers, bike shops, government centers, etc. A workshop was held in each of the following communities: the City of Chowchilla; the City of Madera, the Madera Ranchos; and Oakhurst. The draft regional plan was developed in co-operation with and reviewed by the city and county local agencies staffs.

The Madera County Transportation Commission Policy Board initiated a 30-day review and comment period for the draft regional plan on September 18, 2003. A public notice was published in the Madera Tribune newspaper announcing the review period. A copy of the draft plan was posted on the MCTC website at <http://www.maderactc.org>, and it was disbursed to the appropriate local, regional, and state agencies, interest groups, stakeholders, interested individuals, and workshop attendees. The following is a summary and response to the comments received during the public workshops and 30-day review and comment period:

Oakhurst Workshop – March 20, 2003

Comments

1. Support shifting bicycle facilities funding eligibility from the STIP to the SHOPP Maintenance Program.
2. Encourage the State to open Hwy 99 and Hwy 41 San Joaquin River bridge corridors to bicycle traffic.
3. Sign Class III routes *Bike Route – Share the Road*.
4. Signage around Bass Lake.

Response:

1. *MCTC staff is not aware of any formal proposal before the CTC recommending eligibility for bicycle facilities projects in the SHOPP program.*
2. *For obvious safety concerns, bicycling should not be allowed on freeway shoulders. There is an existing Class III facility on Cobb Ranch Road that allows access across the San Joaquin River on the Old 41 Bridge.*
3. *The Class III route signs described in the plan are consistent with Chapter 1000 of Caltrans Highway Design Manual.*
4. *Class III facilities are planned for both Road 222 and Road 274. A Class I facility is planned along Road 222 at Bass Lake from Recreation Point to Wishon Point.*

Projects

1. Road 426 – Hwy 41 to Road 223 (Class II)
2. Hwy 41 – Road 222 to Yosemite National Park entrance (Class II)
3. Road 222 – Hwy 41 to Road 200 (Class III)

Response:

1. *A Class III project is planned for Road 426. Road 426 does not have the shoulder width required for a Class II lane. The planned Class II facilities are primarily associated with major road reconstruction projects in the County.*
2. *Caltrans does not plan to designate the State Routes in Madera County as Class II or III, but plans to provide adequate shoulder width to accommodate bicycling as highway reconstruction projects come on line.*
3. *The Class III project for Road 222 is included in the plan.*

City of Chowchilla Workshop – March 24, 2003

Comments

1. Bicycle lanes should have signage that clearly indicates the route.
2. Public Works Department maintenance budget should be considered before constructing new bicycle facilities.

Response:

1. *Bicycle facilities signage and striping are in accordance with Chapter 1000 of Caltrans Highway Design Manual.*
2. *Noted.*

City of Madera Workshop – March 25, 2003

Comments

1. Support bicycle helmet distribution programs for school age children.
2. Maintenance of oleanders is needed on Gateway Drive along UP Tracks.
3. Signage is needed on Cleveland Ave in front of fairgrounds.

Response:

1. *Bicycle education and safety recommendations are outlined on page 18.*
2. *This comment was forwarded to the City of Madera Parks Department.*
3. *The Class III project on Cleveland Ave – Schnoor Ave to Sharon Blvd is included in the plan.*

Projects

1. Road 26 – Cleveland Ave to Club Drive (Class II)
2. 3rd Street – “I” Street to Sunset Ave (Class II)

Response:

1. *Two Class II projects on Road 26 – Clark Street to Mateo Way and Road 26 – Avenue 18 to Club Drive are included in the plan. Country Club Drive – Cleveland Ave to Clark Street is a planned Class III project. Road 26 – Mateo Way to Ave 18 is a current project scheduled to be reconstructed Spring 2004.*
2. *3rd Street – “I” Street to Sunset Ave is a neighborhood residential street and is not included in the plan.*

Madera Ranchos Workshop – March 27, 2003

Comments

1. State bicycle facilities standards should be considered as minimum standards.
2. City Standards – Curbside bike lane 5 feet from the joint with parking prohibited.
3. The Fresno County RTP has a more comprehensive goals and objectives section.
4. The Regional Plan should address connectivity between communities.
5. The usage of the term bike routes in the Goals and Objectives is incorrect as bike routes indicate a Class III facility.
6. MCTC should encourage member agencies include accommodation for bike travel not encourage “consideration” of bike facilities.
7. Reference – Chapter 1000 of Caltrans Highway Design Manual in Goals and Objectives when standards are mentioned.

Response:

1. *Chapter 1000 of Caltrans Highway Design Manual is considered to be the minimum standard for bicycle facilities.*
2. *Included in the plan; see page 20.*
3. *Noted.*
4. *Included in the plan; see page 11.*
5. *Noted. Goals and Objectives section was revised.*
6. *Noted. Goals and Objectives section was revised.*
7. *Noted.*

Projects

1. Road 36 – Ave 15 to Ave 12 (Class II)
2. Ave 15 – Road 36 to Road 37 (Class II)
3. Ave 12 – BNSF to Road 29 (Class II)
4. Children’s Blvd (Class II)
5. Road 206 – Friant Bridge to Hwy 145 (Class II)
6. Road 29 – Ave 12 to Ave 13 (Class III)
7. Ave 13 – Road 29 to Hwy 145 (Class III)

Response:

1. *The Class II project Road 36 – Blossom Ave to Avenue 15 is included in the plan.*
2. *The Class II project Avenue 15 – Road 36 to Road 37 is included in the plan.*
3. *The Class II project Avenue 12 – Road 29 to BNSF RR is included in the plan.*

4. *The Class II project Children's Blvd – SR41 to Avenue 9 is included in the plan.*
5. *The Class II project Road 206 – County Line to SR 145 is included in the plan.*
6. *The Class III project Road 29 – Avenue 12 to Avenue 13 is included in the plan.*
7. *The Class III project Avenue 13 – Road 29 to SR 145 is included in the plan.*

MCTC 30-day Review and Comment period – September 18, 2003 to October 17, 2003

Comments

1. Include definitions of Class I, Class II, and Class III bicycle facilities.
2. The City of Chowchilla population figure seems low.
3. The Ash Slough Class I project should connect to a Class II or III facility.
4. The City of Chowchilla may have long-range plans for the Mariposa Ave corridor; bicycle facilities should be included.
5. Miscellaneous minor edits to text.
6. At first glance it looks terrific – NICE JOB!!!! Best one I've seen from this district.

Response:

1. *Included in the plan; see page 19.*
2. *The City of Chowchilla population figure was obtained from the U.S. Bureau of the Census.*
3. *Noted. The Ash Slough Class I bicycle path should include an access path as part of the project design.*
4. *Noted. The City of Chowchilla did not include a project on Mariposa Ave within the 10-year scope of the plan.*
5. *Noted.*
6. *Noted. Thank you.*

APPENDIX

Appendix 1

STREETS AND HIGHWAYS CODE

SECTION 891.2

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Appendix 2

MCTC Resolution Adopting the Madera County 2004 Bicycle Transportation Plan